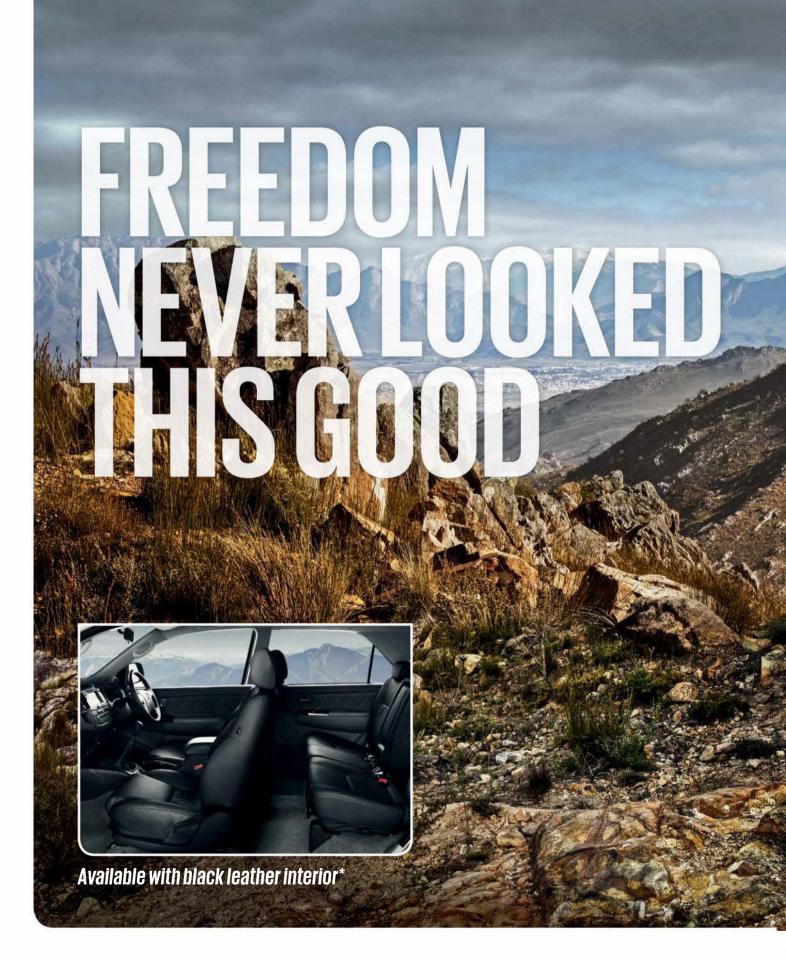




AUDI TT 2,0T FSI S TRONIC / MAZDA2 1,5 DYNAMIC vs. OPEL CORSA 1,0T ECOFLEX ENJOY / FORD FOCUS 1,0 ECOBOOST TREND / PEUGEOT 308 1,2 PURETECH GT LINE / SUBARU OUTBACK 2,0D LINEARTRONIC / BMW X6 M50d / OPEL MOKKA 1,4T COSMO / 20 000 KM TEST: VOLVO XC60 T5 / BIKE: TRIUMPH 900 SCRAMBLER



SUBARU OUTBACK p76



2.5 D-4D Raised Body - Manual or Auto, 3.0 D-4D Raised Body - Manual or Auto, 3.0 D-4D 4x4 - Manual or Auto, 4.0 V6 Raised Body - Auto, 4.0 V6 4x4 - Auto. Go to www.toyota.co.za for more details.



The new Mercedes-AMG C 63. Visit www.mercedes-amg.co.za Vehicle specifications may vary for the South African market. Mercedes-Benz



Who loves Formula One ... show of hands? Mine's up and I'm guessing so are quite a few around South Africa.

Perhaps they don't number quite as many as they did a few decades back, but this pinnacle of motorsport still retains a loyal following.

Which is pretty impressive given how boring it has become.

Even when Formula One gets exciting, it's still fairly dull. Case in point: the Malaysian Grand Prix. Initially, I watched it and thought, "Wow! That was quite exciting." Ferrari's clever two-stop strategy and Vettel's surprise win was a breath of fresh air in what seems likely to be another Mercedes-dominated season. Granted, there wasn't much in the way of overtaking but, hey, I'll take any scrap of excitement F1 can throw my way.

And then I watched a MotoGP race later that evening...

I'm not the biggest fan of that series, but the season opener in Qatar had me on the edge of my comfy sofa. I even screamed Rossi's name and punched the air when he crossed the line. My wife and daughter slowly backed out of the lounge.

It was a masterclass in race tactics and experience that saw the Italian veteran come from 10th to eventually catch and pass the more powerful Ducatis on the very last lap. That's what motorsport should be about.

Yes, the cutting-edge automotive tech and rich history enjoyed by Formula One is appealing, but when it comes down to it, nothing beats a good scrap for the lead. I won't open the can of worms as to why F1 – and indeed SA motorsport – is currently unable to provide this basic tenet of racing, but I continue to live in hope.

As I've always done, I'll watch every single F1 Grand Prix, but given what I witnessed at Qatar, MotoGP now has my full attention, too.

twe Smith



EDITOR Steve Smith **GROUP PUBLISHER** Neil Piper

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DEPUTY EDITOR Mike Fourie

ASSOCIATE EDITORS Gareth Dean, Sudhir Matai,

Ian McLaren, Terence Steenkamp

JOURNALISTS Kyle Kock, Wilhelm Lutieharms

TECHNICAL EDITOR Nicol Louw ROAD-TEST ENGINEER Peter Palm

ROAD-TEST ASSISTANT Nikesh Kooveriee

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SENIOR DESIGNERS Aidan Billing, Laura Davey PHOTOGRAPHERSAVIDEOGRAPHERS

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GROUP PRODUCTION MANAGER Keryn Rheeder

GROUP DEVELOPER Cicero Joseph

GROUP DIGITAL DESIGNER Colleen Visser

GROUP SMALLS DESIGNER Relic Wessels

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CT Head office: Uitvlugt, 3 Howard Drive, Pinelands, 7405 | P O Box 180, Howard Place, 7450

Tel: 021 530-3100 | Fax: 021 530-3333

Gauteng office: Caxton House, 368 Jan Smuts Avenue, Randburg, 2196 | POBox 78132, Sandton, 2146

Tel: 011 449-1100 | Fax: 011 449-1104

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Boasting larger proportions and a spaciously reimagined interior, the New Golf SV is as versatile on the inside as its exterior suggests. Enhanced head- and legroom translates into heightened comfort, while flexible 60/40 foldable rear seats with tilt, slide and reclining function ensure added functionality. Legendary Golf build quality and an exquisite design make for an exterior that is entirely reimagined, yet unmistakably iconic. Add to that intelligent storage solutions, class-leading safety features and a 500 litre luggage capacity that expands to 1520 litres, and the New Golf SV is built for living life to the full.





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The new KUGA is packed with smart and intuitive technologies to make your journey safer and more enjoyable.









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Over to you...\ Please include your physical address and telephone number. Diverse ideas and opinions are welcome, but publication of your letter doesn't necessarily mean we agree. Please stick to a maximum of 300 words. CAR reserves the right to edit and shorten letters owing to space constraints.

OUR FUTURE WITH HYBRIDS

Reading your article *The 3 to go full EV* (March 2015, page 22), I was struck by how we have arrived at the dawn of a new era. Technology in cars was very innovative initially, but seemed to settle down quite early; evolutionary changes then brought us to where we are today. On the whole, very little radical innovation has happened.

From now on, everything will be different. With the hybrid era, so many new and different things become possible. Initial steps will be small, like the introduction of the 48 V micro hybrid, which will be with us from the next generation of cars and trucks. The alternator will be replaced by an e-motor that will act as a motor and generator, also helping with regenerative braking and stop/start. This is relatively easy to add to all existing cars and trucks, but results in significant savings nonetheless.

The next generations will be more exciting and daring, however. The engine will have two potential roles; driving the wheels or acting as a generator, the former more effective on the highway and the latter better for urban congestion. A power source acting as a generator can be much simpler,



but also potentially totally different.

Here are some scenarios: an internal-combustion engine running at a fixed speed and load can be light and compact because it does not have deal with variable circumstances and situations. We could see optimised two-valves-percylinder-with-pushrod setups, perhaps fewer bearings, smaller or no flywheels (if linked to a generator) and energy harvesting from exhausts (turbines with generator and heat-cycle recuperation). Two-stroke enters the equation because the emissions can be better controlled and even rotary motors are mooted due

to their compact, smooth nature.

But it gets even more exciting. Other possibilities are linear motors (converting movement of the piston directly into electric energy), gas turbines, fuel cells, stirling, steam...

This is scratching only the surface, though. It's a new playing field, which will allow new innovations and players to enter and this is not limited to cars. Trains, planes, cranes, etc. – if it moves and stops, there is an opportunity for innovation! I cannot wait.

THEO CALITZ Gordons Bay

CONGRATULATIONS

Theo Calitz wins a Bosch AQT37-13 high-pressure washer for writing this month's winning letter.

The AQT37-13, with three-in-one nozzle and nine other attachments, is a complete home-cleaning solution. Weighing just 6,5 kg and featuring an integrated accessory compartment and fold-down handle, the washer is compact for easy use and storage. The Bosch AQT37-13 also incorporates quick-connect fittings and is ready to go with no assembly required, a clear-view water filter to protect the pump and an energy-efficient auto-stop system delivering power only when needed.



F1 FAN

A big thank you for the 2015 F1 Guide, [which was bundled with the April issue of CAR]. This is such a useful booklet. As a longstanding subscriber, I missed it last year. Not sure if you produced one, but I never came across it.

K GERBER Via email

[We are glad you like the Guide, Mr Gerber. We have passed on your mail to all those involved with its compilation, which is more work than most people consider. Last year, we didn't produce a paper version, but rather an online app. Enjoy the F1 season – ed.]

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SPEED KILLS

As tragic as the recent deaths of [public service and administration minister] Collins Chabane and his bodyguards are, the fact remains that speed kills. If they had been travelling at the speed limit, maybe they would have survived. And if the speed limit was 100 km/h – and they had followed it – the chance is another 50% higher that they would have made it home. According to Arrive Alive, you are twice as likely to die in a crash when travelling at 120 km/h than at 100 km/h.

This time, it was the occupants of the speeding ministerial car that came off second best; how many innocent people have been left dead or maimed by these speeding ministers?

I think it is high time this sick culture comes to an end. I wonder where else in the world it is tolerated? And to the rest of us who speed: how stressed or busy are we, and is it worth it?

It's better to arrive a little late than to depart far too early.

HANS CHRISTIAN HOLST Greytown

(Whether or not minister Chabane's vehicle was speeding has yet to be established, but we wholeheartedly agree with your sentiments on taking it easy, Hans – ed.)



SCALING BACK

I enjoyed Sudhir Matai's column [Something's gotta give] in the March 2015 issue of CAR. On the one hand, manufacturers are producing vehicles with stunning turbocharged petrol engines that offer power and economy, and yet on the other hand they continue making supercars and SUVs with unusable performance and insatiable thirst.

At times, I feel guilty driving a VW Golf GTI, never mind one of these fuelguzzling behemoths that block my vision on the freeway. It is so frustrating trying to get past a Land Rover Discovery or a Toyota Fortuner; it's like driving behind a double-decker bus!

Owning a vehicle that is appropriate for your needs is no longer a factor, as long as you can afford to just buy it. The bigger it is, the easier it is to intimidate other motorists and overfill parking bays.

The bottom line is, I don't take kindly to being bullied and many of the drivers of these ostentatious SUVs behave in an obnoxious manner.

Thanks for a great magazine!

RUDYARD HARRISON Somerset West

CATS ARE PRETTY

I wonder why motoring writers are so crazy about the designs of current Jaguars. When I see an XF or XJ sedan, I wonder, "Oh, is that a Kia or an Audi?"

I believe Datsun started the bean shape, which now has morphed into the coupé shape. When I see an XK or an F-Type, it seems to me it has been placed in a crusher that smushed the front- and back-ends.

I think previous designs were beautiful and desirable because they looked like real Jaguars. I recently saw a 1999 XK-R and it looked beautiful.

The current Jaguars are apparently very good cars and great to drive. I just don't think they are beautiful; they look like all the rest.

BILL HILLIKER Via email

(I'm with you on the upcoming XE, Bill, but the F-Type Coupé is surely one of the bestlooking cars on the road – ed.)

IN DEFENSE OF THE GO

I may be entering the fray a little late, but I am truly tired of all the rubbish being spouted by the motoring press, mostly supported by writers in your (great) magazine, about the Datsun GO and its "criminal" lack of ABS and airbags.

My driving experience spans 50 years and over 1,3 million km (yes, I keep a tally). In that time, I have owned 26 different cars ranging from a VW Beetle to a Porsche Cayenne, and driven probably three times that number of different models.

Less than half of those vehicles ever had ABS or airbags, and I've never had any kind of accident that came close to needing either. Cynical readers may say "pure luck", but it's simply proper driving.

Anyway, I wonder if anyone has ever produced any statistical evidence to show how many lives have ever been saved by airbags? I have personal knowledge of several instances where seatbelts have saved lives or avoided serious injury, but can think of not one involving airbags.

On the contrary, I've heard of many cases where the airbag has actually caused injury. It is after all an explosive device going off in the proximity of your face.

Last month, I had to visit Johannesburg for a couple of days on business and picked up my hire car at OR Tambo Airport as usual. I always go for the lowest category for economy, but was rather amused to be given a Datsun GO.

As a devoted follower of the motor industry, I'd heard a lot about this car (all negative) and was delighted at the chance to try it out for myself. Fear for my safety due to all the bad press never entered my mind. (Do I wear a parachute every time I climb onto a plane?)

The car was basic, no argument. But it had air-conditioning, power windows and a bad aftermarket radio – which I wasn't concerned about since I needed to listen to sat-nav instructions.

I covered about 250 km over 30 hours from the airport to the city, to the East Rand and back, all on motorways. There was no feeling of being short-changed. The car was comfortable and handled as well as anything it its class, performance was quite adequate and I could easily keep up with Gauteng traffic without strain. Braking without ABS didn't give me nightmares and had anything gone wrong at prescribed speeds, the seatbelt would have been perfectly capable of keeping me alive.

So, all of you, stop kicking this honest little offering from Datsun. It's really okay. Go, Datsun, GO!

Keep up the good work, guys.

ALAN MOULE Via email





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The new Audi A6 with adaptive cruise control.

The new Audi A6 reacts before you command it to. With Audi adaptive cruise control, you can effortlessly maintain a safe driving distance, especially in slow-moving traffic. The car automatically brakes or accelerates to keep pace with the vehicle ahead. The A6 is also available with Matrix LED headlights, lane assist and side assist to name a few. These intuitive technologies make the new Audi A6 one of the smartest cars on the road.

To find out more, visit www.audi.co.za



INSIGHT

THE BAG

INSTANTLY RECOGNISABLE

Aside from cleaner lines and a stance that's slightly lower and shorter than that of the previous car, the new XF's design takes an evolutionary tack. According to Jaguar design director, lan Callum, the decision to not overly tamper with the XF's frontal aspect is borne from a decision to entrench the design language in the public conscience. The brand wants its vehicles to be instantly recognisable, mirroring similar policies at BMW and Mercedes-Benz.



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The new XF is 7 mm shorter and 3 mm lower, yet thanks to an increase in wheelbase length of 51 mm, it should have more rear legroom than today's somewhat cramped model



CALMER CABIN

Jaguar has toned down the new car's cabin, eschewing many of its predecessor's flamboyant details for a cleaner, more mature look, although the pop-up rotary gearshifter remains. A new 10,2-inch dual-view smartphone-like touch-screen replaces the current ageing infotainment system, while the instrument dials make way for a configurable digital display.

ALUMINIUM ABOUNDS

Built round the company's new aluminium-intensive architecture, which is based on that of the smaller XE, 75% of the new XF's construction comprises the lightweight metal. Jaguar claims that the new car is 30% stiffer and up to 190 kg lighter than the outgoing model.

CAT-LIKE AGILITY

Although it adopts the same electrically assisted power steering and front wishbone/multilink suspension setups as the XE, the XF will usher in an optional adaptive damper and drivetrain system that can be driver-tailored. In addition, by locating the lion's share of its steel components at the vehicle's rear, Jaguar has managed to imbue the XF with 50:50 front/rear mass distribution.



ENGINE POWERPLANTS POWER TORQUE

2,0 Ingenium turbodiesel 120 kW 380 N.m

ETA: QI 2016

2,0 Ingenium turbodiesel 132 kW 430 N.m

3,0 V6 biturbo-diesel 220 kW 700 N.m 3,0 V6 supercharged petrol 280 kW 450 N.m

All units are mated with an eight-speed automatic transmission.

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MERCEDES-BENZ GLE

Along with the nomenclature shift from ML to GLE, Mercedes–Benz's SUV has undergone a number of cosmetic updates, including a more powerful V8 engine for the fire–breathing GLE63 AMG

ETA: 03



STYLING WITH A SOUPÇON OF S

The most notable changes take place up front, with elements from the new S- and C-Class, especially in the headlights, while the rear lights feature new clusters. The GLE63 AMG boasts a sportier grille, bumper, side sills and 20-inch lightweight alloy wheels (which can be coated in black paint). At the rear, it features the distinguishable four exhaust pipes.



CABIN AND COLOURS

The interior highlights include a new multifunction steering wheel, while the infotainment screen has moved to the top of the dashboard. Externally, a new colour palette, including Ginger Beige, Espresso Brown, Saddle Brown and Porcelain, is now offered, while aluminium, carbon-fibre, piano black, ash, eucalyptus and burr walnut are among the interior trim options.



ENGINE LINE-UP

- 3,0-litre turbopetrol: 245 kW/480 N.m.
- 4,7-litre turbopetrol: 320 kW/700 N.m
- 2,1-litre turbodiesel: 150 kW/480 N.m
- 3,0-litre turbodiesel: 190 kW/620 N.m The GLE63 AMG's 5,5-litre V8 turbopetrol develops 410 kW and 700 N.m. The result is a 0-100 km/h acceleration figure of 4,3 seconds and a limited top speed of 250 km/h. The GLE63 AMG S develops 430 kW and 760 N.m.





FORD FOCUS RS

Although initial reports suggested that the new Focus RS would follow in the FWD footsteps of its predecessors, it's now emerged that the halo performance model will be the first RS to adopt an AWD drivetrain. The system utilises twin electronic clutch packs that piggyback a rear drive unit that behaves like a limited-slip diff and forms part of a drivetrain-management system that not only apportions drive fore and aft, but also torque vectoring to accommodate both cornering forces of up to 1 G and a drift function. Power will come from a 2,3-litre EcoBoost turbopetrol. Based on the unit featured in the current Mustang, it could develop between 235 and 255 kW. *ETA*: *Q2* 2016

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BENZ GOES BAKKIE

It's true; we'll see the Three Pointed Star on a double cab by the end of the decade... Mercedes-Benz has confirmed it's readying a double-cab bakkie that will be launched in selected markets, including South Africa, possibly by 2018.

An artist's impression supplied by Benz shows an envisioned double cab replete with overt SUV design cues and grille, headlamp and badging elements that aesthetically tie the model to its passenger-car siblings. Its interior will contain many of the same interior components and features typical of Mercedes-Benz's cars and vans.

It is not known which engines and transmissions will be utilised, but some reports say fourand six-cylinder turbodiesel motors are lined up. ETA: 2018



NEW OPTIMA BOUND FOR SA?

The previous-generation Kia Optima was a handsome D-segment sedan and, according to Kia, the model sold well locally until a weak exchange rate made it unviable. The latest iteration of the family sedan, which debuted in New York, is again under consideration for the local market in the final quarter of the year; it's an evolutionary design that incorporates cues such as a flashier tiger nose from the larger K900 sedan.

Kia claims the new Optima has more interior and utility space, as well as a suite of "class-up premium features" in the guise of technologies not offered in the current car. Although specification will differ significantly depending on the market in which it is launched, we understand that turbocharged GDi powerplants are likely to be on the cards for the local market, which could include both 1,6- and 2,0-litre petrol-fed units.

RANGER RE-JIGGED FOR 2015

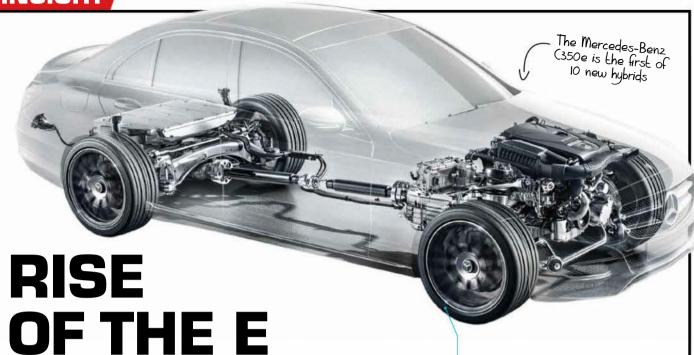
The facelifted Ford Ranger ushers in a bold frontal restyle that incorporates a sizeable chromed trapezoidal grille, new headlamps and a revised front apron. But perhaps the biggest changes are in the cabin where a completely new facia with upmarket finishes plays host to Ford's new Sync 2 infotainment system, while high-tech features such as lane-keeping aid and adaptive cruise control will be offered. The engine range will remain unchanged.





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Benz and BMW embrace green technology in two divergent product line-ups

MERCEDES-BENZ recently announced that it would launch no fewer than 10 hybrid cars before 2017. The recently unveiled C350e has a claimed average fuel consumption of 2,1 litres/ 100 km and an all-electric range of up to 31 km. Its four-cylinder petrol engine, in conjunction with an electric motor, has total system outputs of 205 kW and 600 N.m. It's the second iteration of the brand's modular hybrid concept, the latter of which can be adapted for a large number of model series and body versions as well as leftand right-hand-drive variants. Under the new Mercedes-Benz nomenclature, "e" replaces "Plug-in Hybrid".

BMW uses an "e" to denote its plug-in hybriddrive models. The X5 xDrive40e is, in contrast with the i8 sportscar, the first plug-in hybrid production car from BMW's core brand. Featuring permanent all-wheel drive, a 2.0-litre four-cylinder petrol engine (180 kW/350 N.m) and synchronous electric motor (with 250 N.m available from standstill) integral to the eight-speed automatic transmission, the BMW X5 xDrive40e has a claimed average fuel consumption of 3,4 litres/ 100 km and a combined electricity consumption of 15,4 kWh/100 km. When operating purely on electric power, the vehicle has a range of up to 31 km from fully charged with a limited top speed of 120 km/h.

Neither model has yet been confirmed for

Mercedes-Benz C350e

2,1 L/100 km 48 g/km of CO₂ 205 kW

0-100 km/h: 5,9 secs

BMW X5 xDrive40e

3,4 L/100 km

 $77 \text{ g/km of CO}_{2}$

230 kW

0-100 km/h: 6,8 secs



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AUDI RS Q1

Audi's upcoming A1-based compact crossover looks set to receive some serious firepower. First up will be the SQ1 2,0-litre TDI powered by a twin-turbo four-cylinder engine developing 170 kW and close to 500 N.m. Audi's engineers are considering shoehorning the TTS's 2,0T FSI turbopetrol into the RS Q1, endowing it with outputs in the order of 230 kW and 380 N.m.

BMW 1 SERIES SEDAN

BMW's foil to Audi's A3 Sedan and Mercedes-Benz's CLA has been spotted testing for the first time ahead of its launch next year. It looks likely to be underpinned by BMW's FWD platform. The styling is expected to adopt a number of elements from the 3 Series, while the engine line-up will comprise a range of transverse three-cylinder turbopetrols and fourcylinder turbodiesels.

JAGUAR F-TYPE

Sightings of a camouflaged, beefed-up F-Type doing the rounds on the Nürburgring suggest that Jaguar is readying an SVR model to take the fight to Mercedes-AMG's GT. Under the disguise, the mystery F-Type sports a more aggressive-looking aero kit, a larger spoiler and a rear diffuser. The powerplant will likely be a tuned version of JLR's supercharged 5,0-litre V8 potentially producing up to 447 kW.

PORSCHE PANAMERA

The next-generation Panamera saloon has been caught testing at the Nürburgring ahead of its 2016 launch. The controversially styled vehicle appears to have received a more rakishly swept roofline and redesigned bonnet and haunches reminiscent of its 911 sibling. The quad-dot LED headlamps also pull the car's design more in line with its contemporary stablemates. The VW Group's lightweight multi-material MSB platform, which will underpin the next-generation Audi A8, will be the basis of the new Panamera.

TOYOTA SUPRA

It looks as though the next Supra will have BMW to thank for much of its componentry. The development, codenamed Project Silk Road, will create both BMW's next-generation Z4 and the long-awaited Supra. Reports of a hybrid power-train have now been quashed, with the more likely candidate being a BMW-sourced straight-six turbopetrol bolted to a RWD chassis. We expect the design to be influenced by that of the FT-1 concept vehicle (pictured).



911-BAITER

McLaren's new entry-level model, the 570S, debuted at the New York Auto Show. Designed to tackle the Porsche 911 Turbo S and Audi R8 V10, it inaugurates the brand's Sport Series that fits below Super Series and Ultimate Series in a new three-rung model strategy. The rear-wheel-drive, midengined 570S features the 650S's twin-turbo V8 and chassis. Engine: 3,8L, V8, twinturbo-petrol • Power/Torque: 419 kW/600 N.m • Top speed: 328 km/h • 0-100 km/h: 3,2 secs • ETA: Q1 2016 • Price: ±R3,0 million





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INSIGHTS INTO THE R&D OF THE XC90

Roger Wallgren,

principal engineer of vehicle dynamics, outlines the development of Volvo's new SUV

BY: Wilhelm Lutjeharms

WilhelmL CARmag

Developing an all-new car is immensely challenging

It is a complex process because everything is new; nothing is carried over from a previous model. The number of new systems and components that needs to be developed is huge, and all these have to be integrated. When I look at, for example, the rear suspension, and see all the geometry points and bushings, wherever my eyes land there is a story to tell.

There is great freedom in starting from scratch, though

The XC90 is the first all-new Volvo developed solely by the company without any other input from a parent vehicle manufacturer since the late-1990s. This means that, keeping all the research and development processes within Volvo, we could integrate the different parts, including the body and chassis structure.

The packaging of the rear subframe is unique to the T8 version Owing to the fact that the T8 is a plug-in hybrid, the suspension challenges at the rear of the vehicle were different compared with the rest of the range. The electrical motor obviously needs more space and there is also no propshaft running from the front of the vehicle to rear, as is the case with a conventional AWD vehicle. What's more, for the chassis and suspension to absorb the additional weight of the hybrid system, the spring and damper settings are unique to the T8. However, all the geometry points and links are the same as the rest of the range.

Choosing a tyre for a new vehicle is a complex process

Sometimes we develop an all-new tyre in conjunction with a tyre manufacturer. Other times, we have a process of selecting a specific tyre from a current range on offer. Suppliers will come to us with their range. The aim is to select a tyre that is closest to our set of parameters. Tyres are complex items; we have to take several aspects into consideration, including noise, ride and handling, steering, rolling resistance and environmental issues.

Vehicle testing is conducted across the globe

Our test mules are used to conduct testing worldwide, including South Africa. However, when we focus on ride and handling, we spotlight the needs of countries such as Sweden, the United Kingdom, Germany, Spain and the USA.

WHAT'S NEXT FOR VOLVO?

In four years' time, the XC90 will be the oldest car in our vehicle line-up. The new S90 and V90 will be launched next, while we're also working on a smaller SUV/crossover type of car. The technology presented in the XC90 will eventually filter through to these new cars.

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COOL STUFF

There are some fascinating and well-priced coffee-table books on motorsport. These are some of the most interesting ones

BY: Kyle Kock **(** KyleK_CARmag \





FORMULA ONE: THE COMPLETE STORY

Tim Hill (Transatlantic Press)
Based on the UK's Daily
Mail archive, it covers all
the triumphs, tragedies,
rivalries and rankings of
the F1 circus from its birth
in 1950.
R249



MOTOR SPORT PHOTOGRAPHY

Tony Pleavin (Photographer's Institute Press)

Pleavin's book is proof that you don't need expensive equipment and press access to take fantastic images. This book will aid you in developing your skills. R149



GRANDS PRIX FORMULA ONE

Nicola Chandler (Murray Books)

An F1 tyre-shaped look at motorsport's top formula, with sections broken down into to-the-point details and striking images.

R149



THE KINGFISHER MOTORSPORTS ENCYCLOPEDIA

Clive Gifford (Kingfisher)

The author explores all major formulae in modern racing, from Nascar through to MotoGP and the downright crazy Monster Trucks and School-bus Racing. *R149*







I AM i8.

Introducing the innovative, new BMW i8 – proof that sustainability, connectivity and the pure exhilaration of a sports car can complement each other perfectly. By combining intelligent technologies like BMW eDrive and BMW EfficientDynamics with stunning design, the BMW i8 redefines the perception of premium motoring. I am sheer energy. I am the future. I am BMW i8

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BMW i. BORN ELECTRIC.



*Official fuel economy figures for the BMW i8: Weighted combined cycle: (2.1 l/100 km), CO₂ emissions 49 g/km, total average energy consumption per 100 km (weighted combined cycle) 11.9 kWh.



REVERENCE HAS NO PLACE IN F1

The Grand Prix hierarchy doesn't need good attendance figures to make money - that's why the German GP has succumbed



Maurice Hamilton is an internationally acclaimed full-time F1 reporter and author. A CAR contributor since 1987, he also writes for The Guardian in England, is the F1 commentator for BBC Radio's 5 Live F1 and breeds dinosaurs

UST who was to blame for the cancellation of the German Grand Prix just four months before it was due to take place?

How can it be that a country represented by the dominant Formula One team, Mercedes-AMG, and three drivers (one of whom is a four-time world champion) will have no place on the calendar for the first time in more than 50 years? Is this another sign that Grand Prix racing is losing, if not the plot, then a sense of itself?

It depends on who you speak to. The younger generation will say the German organisers have not been keeping pace with the social needs of modern society. They will argue that it's no longer acceptable to pay handsomely to sit on a hard plastic seat, watch a race - one that might be processional – for 90 minutes and then join the homeward-bound traffic queue. The expectation in these days of shorter attention spans and instant gratification is

to have entertainment from dawn to dusk, not just on race day.

A Grand Prix should be an experience. If it isn't, potential spectators will opt to sit in the comfort of their homes and be fed in-depth TV coverage, with tablets/ smartphones offering an abundant source of detailed information and social-media interactivity. If the race turns out to be tedious, there are plenty of distractions available elsewhere.

On the other hand, older aficionados will bristle at the thought of F1 turning its back on

the sport's heartland. It's difficult to accept that the majority of Grands Prix are now hosted outside Europe and not within the traditional boundaries that accommodated every single race when the championship

started 65 years ago. But the truth is that these venues have been slow to adapt to the rapidly changing needs of the audience. Germany is a case in point.

Less than 20 years ago, Hockenheim would attract 110 000 spectators and create a truly vibrant atmosphere in the stadium, particularly when Michael Schumacher was in the ascendancy. Now, the track pulls in less than half that number despite - or some might argue, because of - a major facelift that makes this once unique layout with its long straights look just like anywhere else.

Silverstone, stretching back even further in the history books, has faced the same problem. That's why, in the absence of the government funding that ensures the likes of Malay-

sia, China, Singapore and Bahrain a place at the championship table, the British track is positioning families and a "fourday festival" at the heart of its business plan. Children under 11 will be admitted free, those between 11 and 15 will enjoy reduced admission and everyone will have the benefit of fairgrounds and a concert in addition to the after-race party.

One criticism that unites race promoters and fans alike is the high premium charged by F1 to bring its show to town. Russia, new to the calendar in 2014, is believed to be stumping up £25 million (±R450 million) a year for the privilege. While the European classics such as Italy, Belgium and Britain pay less, the figure is considered excessive – not that Bernie Ecclestone, F1's deal-maker, would agree.

The teams, uttering occasional platitudes about the loss of F1's classic venues, are collectively unwilling to see beyond their noses when at the feeding trough, consuming as much as they are given. The chance of Ecclestone reducing the tariff is close to zero now he is working for CVC Capital Venture Partners, the company that owns F1, makes vast sums from it and puts not a single cent back.

CVC couldn't care less if the race is in Austria or Azerbaijan (due to debut next year), nor does the firm appear bothered if no one turns up to watch. The bottom line is literally that: so long as the bank balance looks right on the Monday after the Grand Prix, all is well in F1's board-

> room. Bring in the next representative of a government willing to fork out to have a televised Grand Prix give their country global credibility.

The German Grand Prix, while not exactly without fault, is a victim of these changing parameters. The race has alternated for many years between Hockenheim and the new Nürburgring where it was supposed to be on 19 July this year. A major scheme involving an adventure playground, hotel and shopping precinct fell foul of the worldwide recession and over-ambitious management. When the Nürburgring's recent withdrawal did not allow Hockenheim enough time to sell tickets, the race was duly struck off.

It has to be hoped this is a temporary absence and not a permanent one like the loss of the French

Grand Prix five years ago. One would be forgiven for thinking that the demise of the oldest motor race in the world had less bearing on Bernie Ecclestone's consciousness than the worry that President Vladimir Putin, otherwise engaged in Ukraine, might not be able to attend a Grand Prix driven by politics rather than passion... car









Racing has played an important role in the history of development at Michelin. The French tyre manufacturer became involved in racing in 1891, just two years after the company was founded, and their first victory came in the 1 200km Paris-Brest-Paris bicycle race, which was won on

Michelin's detachable pneumatic tyres. In the past century Michelin has developed an impressive track record of race-winning technologies and they continue to be involved in some of the most prestigious events around the globe.

LE MANS 24 HOURS

Le Mans is one of the most famous endurance automobile races in the world, and it's a significant event for Michelin. Cars must run for 24 hours, which means their tyres must cope with high speeds and still be durable, consistent and safe. Michelin's winning history extends back to the inaugural race in 1923, and since then they have had 23 victories, including 17 consecutive wins since 1998. Le Mans is part of the FIA World Endurance championship, where Michelin has won all the 3 world titles since 2012.

FIA WORLD RALLY CHAMPIONSHIPS (WRC)

The WRC is one of the world's most challenging motorsport series and takes

place across four continents. Michelin is the official FIA partner and supplies the tyres for most of the participating rally teams. The tyres used during the championship depend on the conditions in the country. Michelin's victories in the championship includes 46 world titles and more than 250 individual event wins.

DAKAR RALLY

The Dakar is one of the most famous cross-country events in the world and it takes place in South America where drivers cross terrains that are incredibly demanding on their tyres. These extreme road conditions suit Michelin tyres, and the company uses the race information to improve their technology. Between 1981 and 2014, Michelin has had 18 car victories, 32 bike wins and has crossed the line 32 times in the truck category.

SEPANG INTERNATIONAL CIRCUIT

The Malaysian F1 Grand Prix is held at this circuit, which is 60km from the capital Kuala Lumpur. The conditions at this race are notoriously hot and humid - a challenge for both the cars and the drivers. The circuit is considered to be one of the most technical on the racing calendar but with its unusual layout it's a great event for spectators.

WIN WIN WIN

You may be one of the lucky winners to race at Sepang International Circuit, Malaysia. To enter go to www.carmag.co.za and answer all the questions relating to the article. The competition is valid from 1 May to 30 June 2015.

From snow-covered forest tracks to sandy desert terrain, Michelin tyres have crossed the line first in an impressive number of global events. To this French tyre manufacturer, racing is an 'extreme' laboratory where they partner up with major automakers to illustrate the high quality and superior performance of their tyres.





PARTS-BIN POWERHOUSE

A decade into the Cayman lineage, Porsche has given its small coupé the Motorsport treatment ... and created a sublime GT

BY: Andrew Frankel 🕒 James Lipman 🕽

HE circuit at Portimão in Portugal's Algarve region seems to exist purely as a rebuttal to those who say all modern circuits are boring, sterile places offering an antiseptic diet of long straights and slow corners. A lap of Portimão in something quick is a breathless affair of blind brows, mad elevation changes, fast flicks, crazy cambers and disc-destroying downhill braking areas. If you were launching a car of less than unimpeachable chassis credentials, you'd simply not come here.

At the Cayman GT4 launch,

Porsche not only provided the entire track in unexpurgated form, but also instructors who drove more powerful cars and whose sole purpose was to make you go not slower, but *faster*. As votes of confidence in its machinery goes, it was singularly convincing. And, after 10 laps, it was clear the GT4 is better than most cars in which to master such a relentless, mentally and physically taxing track.

But the apex Cayman is not just the perfect track-training vehicle; it also provides a lower entry point to Porsche's Motorsport division. Zuffenhausen has never done a car like this before;



Porsche Cayman GT4*

Price: R1 186 000**

Engine: 3,8-litre, flat-6, petrol

Power: 283 kW Torque: 420 N.m Trans: 6-spd manual 0-100 km/h: 4,4 secs

Top speed: 295 km/h **Fuel cons**: 10,3 L/100 km **CO**,: 238 g/km

*Claimed figures **With 5-year motorplan

TOP: interior lined in Platinum Grey alcantara is a R33 930 option. OPPOSITE: GT4 looks decidedly more menacing and purposeful than GTS.

indeed, it once said it would never build this vehicle. When the Cayman first broke cover in 2005, I was one of many people who suggested it might provide the perfect entry point to Porsche

GT series cars. But the tune has changed somewhat today... Talk to Andreas Preuninger, head of GT cars, and he'll tell you the reason he's taken a decade to produce this car is simply that the carmaker only got round to doing it now. But so too has the GT4 been a pragmatic project; it took a mere 22 months to develop and leans heavily on the parts bin of his own department and that of Porsche. It's worth remembering that the 3,8-litre engine is a factory standard 911 Carrera S motor, albeit flipped through 180 degrees to place the gearbox at the back and modified to allow a mid-rather than rear-engined installation. Its more complex and less efficient exhaust routing results in a power deficit of 11 kW over the Carrera S. Bear in mind, too, that the gearbox is the same as that of a standard Cayman, right down to its ratios, modified only to have a slightly shorter throw and raise its torque-handling capabilities. The GT4's suspension borrows

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heavily from the GT3 – almost entirely at the front – while the rear axle uses GT3 wishbones. The brakes are GT3 carry-over items.

You get the impression, therefore, that the bulk of the work was not in sourcing the parts to create a GT4, but integrating them harmoniously under the Cayman's sharply sloping roof.

If you felt the GT4 was merely a wannabe imposter among other more pukka GT cars, be advised that, with nothing more than hand tools, you can adjust the rake of the carbon-fibre rear wing and balance the aero change that results by removing inserts in the front diffuser channels. And you can choose between three different roll bar settings front and rear, or choose your own front-suspension geometry.

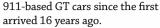
The track awaits. My only sight-

ing laps were from the passenger seat of a GT4 driven by Walter Röhrl. But now it's my turn...

The standard seat is excellent, the optional carbon buckets sourced from the 918 better still. The wheel is also from the latter and is smaller than a Cayman's.

Firing up the engine, my immediate thought is that it doesn't sound special enough for a GT car. It's far louder than that of a Cavman GTS or a Carrera S, but that's just because there's less sound deadening. You only need to look at the numbers (0-100 km/h in 4,4 seconds; top speed of 295 km/h) to know it gets the job done, but this is the first engine to go into a GT Porsche without first being massively modified. What more can be expected for the money? Not much, but it is a key differentiator between the Cayman and all

FROM BELOW: centrally placed rev counter incredibly easy to read when the going heats up, but is also a constant reminder that the 3,8-litre doesn't rev to the stratospheric levels of other GT models; despite the standard brakes being immensely powerful, Porsche offers the option of carbon-ceramics at R125 670.



Another, at least these days, is the retention of three pedals in the footwell. Preuninger refutes the suggestion that it's got a manual transmission only because PDK wouldn't fit alongside the larger engine in the cramped confines of the Cayman's engine bay, and I am rather happier about that. The GT4 has a sport button that will be familiar to many Porsche users, but it affects neither the throttle mapping, steering tune nor the damper settings. So all it does when activated is expertly blip the throttle to execute rev-perfect downshifts. Around the track and in conjunction with flawless shift quality, as a simple experience to savour it dusts any paddle-shift system.

The first of many challenges presented by Portimão is the first corner, at which you arrive travelling at perhaps 215 km/h in fourth gear. So first you need to brake hard. Thankfully, the standard brakes feel gloriously over-engineered for the GT4.

The car flicks into the first apex and then a second hovers immediately into view. Should you brake again? No; the Michelin Sport Cup 2 Ultra High Performance tyres have so much grip that this section becomes an acceleration zone, taken on the limit of both longitudinal and lateral adhesion. There's another slower





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turn before the first blind brow, arcing uphill and to the left. It looks flat but the crest seems so sharp you worry about wheelspin flicking the car into oversteer and you into the barrier. The car has no such concerns and deals with it under full throttle once more without a suggestion of slip at either end, while the little G-meter on the gauge in front of you bounces off its 1,5 G stop.

The lap continues in this vein, becoming ever more tricky until the very last curve which loops over another blind crest, but this time diving downhill and to the right with the apex out of sight beyond the crest. All the time, the GT4 soaks up the worst you can throw at it.

Out on the road, the Cayman continues its near-flawless showing. It feels decidedly like a car of the old school, which is a neat trick to play because if you bother to look at the rate at which the countryside is passing your window, you'll soon realise it is anything but. The illusion is created by three factors, easily the most obvious of which is that sublime manual gearbox. Contributing equally is the engine. It may not have the credentials to live with ease behind the driver of a Porsche Motorsport car, but in its favour counts mighty low-down torque and the kind of throttle response that comes from a single mapping setup, chosen by people at the top of their game.

/ The Cayman GT4 steers better than a GT3, let alone a standard Cayman or 911 /

CLOCKWISE FROM BELOW: by adjusting this carbon-fibre rear wing and removing inserts in the front diffuser panels, you can tweak the GT4's aerodynamics; sports-exhaust button unleashes a gorgeous flat-six wail; Sport Chrono package optional; GT4 oversteers at will. And finally there's the steering – yes, the new-fangled electric system that everyone, myself included, has criticised since it first appeared in the 991 four years ago. Criticise no more: the Cayman GT4 steers better than a GT3, let alone a standard Cayman or 911. In fact, it's better than any comparable system.

What I want to be able to say is that the GT4 is like a 911 GT3 in more affordable packaging, but I can't. This is a car with shortcomings, most notably ridiculously tall

gearing – a third gear that goes past 180 km/h makes no sense at all – and the fact that it asks less of its driver than a GT3 does.

But perhaps a reality check is in order. At R1 186 000, the GT4 costs less than a decently optioned GTS and is half the price of a 911 GT3. In that context, we can perhaps forgive an engine that revs only to 8 000 r/min rather than 9 000, lengthy ratios and supremely user-friendly road manners.

In fact, the acid test is not to compare it with other Porsches, but with anything that might remotely be considered a rival. In such context, my complaints shrink to petty quibbles. Indeed, at R1,2 million, the question is not why you should consider the GT4 over other sportscars, but rather why on Earth you wouldn't.









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A NEW **BEGINNING**

It is the most important Volvo in years, but does the XC90 offer enough to distinguish itself from the dominant German brands?

HE new XC90 is vital to Volvo. You'd understandably assume all new-model launches are important when you're a manufacturer, but this SUV is the first all-new product that the Swedish carmaker has developed independently since the late-1990s (it was acquired by Ford in 2000). Besides previewing the technology we can expect on all future Volvos to be launched this decade, it also shows that Volvo has enough money to invest in new products and that parent company Geely has thus far steered clear of direct involvement. This hands-off approach appears to be working.

Getting the chance to drive an



all-new product is a rarity. Companies traditionally utilise shared platforms or drivetrains in their range introductions, but the XC90 is the first Volvo that's based on the company's Scalable Product Architecture (this will then underpin all future large Volvos).

Much has been written about the XC90's exterior execution, but the highlight is undoubtedly the newcomer's plush cabin. The Sensus infotainment system, which includes one of the highest-definition touchscreens available, is one of the best in the market. If you are accustomed to a smartphone, the interface will be intuitive to use. There are several functions and menus with which to become accustomed, but I have no doubt that new owners will quickly find their way through them.

Owing to this portrait-oriented screen that allows access to the majority of the car's functions and features, the centre console

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has an elegant, minimalist design in true Volvo fashion. Sat behind the wheel, I found the screen perfectly positioned for easy operation. A second screen in the instrumentation panel is configurable depending on the menu being used. Vitally, in the direct Spanish sunlight, every little detail on the Sensus screen remained visible.

In terms of technology, the drivetrain of the top-of-the-range T8 model will attract the most interest. As on the T6, the T8 features a 2,0-litre four-cylinder petrol engine that is turbo- and supercharged. However, the T8 gains a hybrid drivetrain that utilises a battery to power the electric motor at the rear axle, or supply additional torque at the front together with the turboand supercharger.

There is no driveshaft to the rear, so the rear electric motor, which can supply $60 \, \mathrm{kW}$ and $240 \, \mathrm{N.m.}$, is the sole driving force on that axle. When the Pure Electric driving

FROM ABOVE: new horizontal T-shaped daytime-running lights add to the new XC90's distinctive face; it's a full seven-seater thanks to rear chairs that can house adults of up to 1,70 metres tall. OPPOSITE: the rearend retains the outgoing model's wrap-around taillamp design.



mode is selected, this electric motor provides the only propulsion to the XC90. The result is a complicated mix of different power sources during different driving and throttle application scenarios.

The idea of utilising a 2,0-litre four-cylinder engine in conjunction with a hybrid drivetrain under the bonnet of a large SUV tipping the scales at over two tonnes may leave some motorists scratching their

heads. However, Volvo's new philosophy of four-cylindered engines and smaller has its advantages. First of all, there is very little powertrain noise. The petrol engine can barely be heard at low revs, unless you call up the XC90's full power output. Lean on the throttle to overtake slower traffic and the engine eagerly deploys its torque at low revs; as a result, the digital speedometer spools through the











numbers with zest. I found myself driving the car in such a way that I leant on all the available torque rather than chasing the red line.

There are five driving modes (Hybrid, Pure Electric, Power mode, AWD and Save) that affect the powertrain's operation as well as that of the air suspension. For the best part of our short test route, I selected Hybrid. Here the entire drivetrain – petrol power and electric – acts as efficiently as possible, but is still able to provide full power when needed.

Through the hills away from

the coast, the XC90's sheer size made its presence felt on the narrow roads, but thanks to the direct steering it was easy to place the car. Even though the hybrid system adds significant mass to the package, it is all beneath the cabin floor, which helps to keep the centre of gravity as low as possible. For instance, the entire battery pack is sited in the middle of the car between the front passengers where you'd normally find a transmission tunnel.

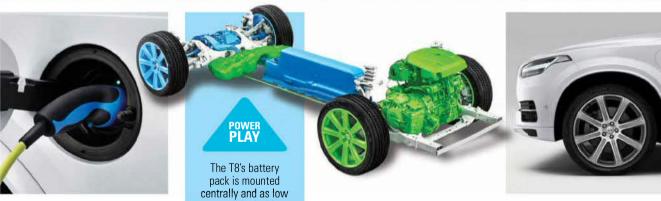
As we headed along a stretch of highway en route to our rendez-

CLOCKWISE FROM TOP: the Sensus screen lends the dashboard an uncluttered look; the engine is started by turning this knob; the gearlever has crystal-glass elements; Sensus has large virtual buttons, making operation while driving a cinch. OPPOSITE, CLOCKWISE FROM TOP: the T8 offers a great balance between comfort and handling; 20-inch wheels are standard; plug-in socket to recharge the battery.

vous point, this seven-seater SUV felt solid and extremely comfortable. The cabin is a serene place that's well insulated from road noise. Compared with the T6 model, which rides on 21-inch wheels, the T8 is shod with 20-inch items. The result is a very comfortable, well-damped ride. This is perfectly in line with comments earlier in the day by a Volvo chassis engineer, who explained that the larger the wheels, the firmer they tend to set the suspension parameters.

Moving towards the rear of the





cabin, my 1,87-metre frame could fit comfortably behind the driver's seat with that set to my preferred position. Subjectively, it appears there's more legroom in the XC90 than in a longer vehicle such as the Mercedes-Benz S-Class. Credit must go to the clever design of the front seats; despite their high comfort levels, the seat backs are thin and so free up more legroom for second-row passengers. As expected, the third row of seats is more suitable for small- to mediumsized adults (although Volvo claims it can accommodate passengers of

as possible. It drives the electric motor (highlighted in blue) which in turn powers the rear wheels. There is no driveshaft to the rear axle, so the petrol engine (marked green) supplies torque only to the front axle. Owing to the layout of the hybrid system,

the rear axle and

suspension-compo-

nent setup are unique

to the T8.

up to 1,70 metres tall).

Ultimately, the XC90 is the exact type of car Volvo should build. It's safe, modern and stylish. Although the firm sees the Mercedes-Benz GLE, BMW X5 and upcoming Audi Q7 as the XC90's competitors, the newcomer offers something different. It is not as sporty as its German competitors, but it also doesn't pretend to be a sports SUV. As a daily proposition, it has more appeal than some of its rivals thanks to the comfortable ride and relaxing cabin environment.

What's more, the technology on this vehicle will filter down to several upcoming products when Volvo's entire range is revitalised in the next four years.

The XC90 will arrive in South Africa at the end of July, while deliveries start in August. Models will include D4, D5, T5, T6 and T8, some front-wheel driven, others AWD (see *CAR Guide* that starts on page 114 for additional info). The 18 customers who ordered the limited (1 927-unit) First Edition models will receive their cars next month.

AU RE-VAAL

Renault's Captur impressed as we took La Régie's light crossover as close to its spiritual home as we could get ... Parys

BY: Gareth Dean PHOTOS: Kian Eriksen

HERE was no risk of missing it. The craning of necks and frantic scanning that usually accompanies the search for your car outside OR Tambo's drop-off section was a short-lived exercise as the Arizona Orange Renault Captur stood out among the gathered throngs of dull SUVs and dreary econoboxes.

It was a promising start. The Renault Clio-based light crossover, with its bold bi-colour paint-

work, chunky styling and purposeful stance (accentuated by the additional ride height, black lower body cladding and eye-catching two-tone alloys), lent the car a more imposing air than its near Clio-side dimensions suggested. It appeared to present the perfect charge with which to venture into Parys, the Franco-flavoured town on a bank of the Vaal River.

Our range-topping 1,2 EDC Dynamique, with its four-cylinder turbocharged powerplant develop-

ing 88 kW and 190 N.m, held its own on the bustling highways, proving neither frenetic nor inflexible, but the dual-clutch transmission, although smooth, was sometimes a bit hesitant on pull-aways and kick-downs.

With the Big Smoke dwindling in the Captur's rear-view mirror, we pointed the French crossover's nose towards Potchefstroom and revelled in the open roads. From a driver's seat that's mounted 100 mm higher than that of the Clio, we were able to take in veld turned verdant by good summer rains that brought sprays of wildflowers peeking through the thick grass on the verge of the N12. It lent our path into the North West a feeling that was more Provençal than provincial.

Potch, although pleasant enough, is aesthetically more pragmatic than picturesque, prompting photographer Kian Eriksen to grab the Captur's key



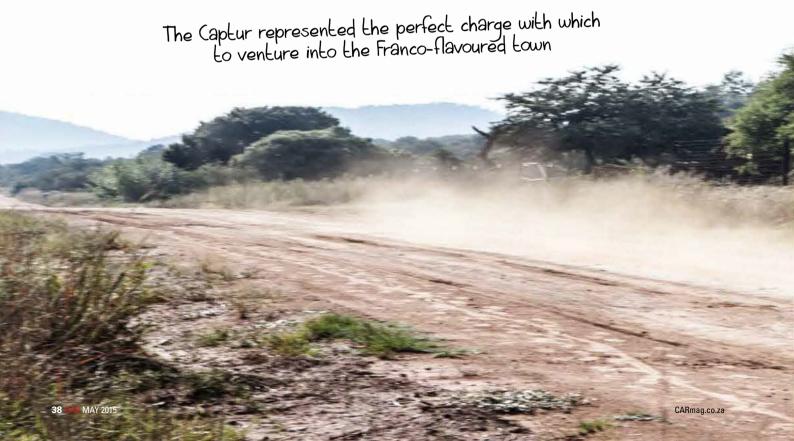
Renault Captur 1.2 EDC Dynamique

Est price: R300 000 Engine: 1,2-litre, 4-cyl, turbopetrol

Trans: 6-spd dual-clutch Power: 88 kW Torque: 190 N.m 0-100 km/h: 10,9 secs Top speed: 192 km/h Fuel cons: 5,4 L/100 km

CO₂: 125 g/km Claimed figures

OPPOSITE, FROM TOP: dual-tone finish is stock; author collecting the sign he commissioned; twometre Eiffel Tower replica; a suspension bridge leads to an island on Vaal River; Pont de Val; Bree Street dotted with shops.









and head for the edge of town in search of more rural backdrops against which to snap the vehicle.

It gave me a chance to sit back and absorb our experience with Renault's distinctive newcomer up to that point. Initially, there was little to recall about the actual driving experience, but that in itself paid testimony to the good refinement and road holding that made the Captur an effortless long-distance cruiser.

Renault's compact cars are renowned for wieldy road manners and the Captur is no exception. Its electrically assisted steering is feelsome and well weighted; when pressing on, the newcomer exhibits good body control thanks to a tweaked Clio chassis that was developed especially for it.

Soon the town of Parys materialised from the otherwise monotonous landscape, its approach a fantastic span that, according to the town's early German surveyor, reminded of the bridge over the river Seine in Paris (hence the town's name). But instead of a limpid French waterway, it was the Vaal in full flow that swirled tumultuously beneath us.

Parys itself is a strange amalgam of pretty much any plattelandse dorp you've encountered with smatterings of European-flavoured architecture and decorations adorning many of the quirky eateries and antique stores along its main drag.

Off this primary road, the tight side streets tested the Captur's urban manoeuvrability (its speed-adaptive steering and 10,8-metre turning circle made parking a doddle), while the pockmarked road surfaces only troubled the otherwise supple suspension

FROM TOP: contrast stitching adds racy flair to leather trim; a claimed 455 dm³ can be loaded with help of underfloor storage compartment; rear legroom's tight. OP-POSITE: Captur models its cladding at entrance of quaint Parys guest house.

when caught out by a couple of sizeable potholes.

The LG-developed touchscreenoperated sat-nav, which is standard fitment across the Captur range, impressed with its clear, logical interface and generally sound directions. On occasion, however, it became flummoxed when recalculating the route and would – with typical Gallic flair – direct you to picturesque roads.

This, however, had its pluses with the system directing us to a fantastic stretch of dirt road outside the town. Despite its front-wheel drivetrain, the Captur acquitted itself well off

Despite its frontwheel drivetrain, the Captur acquitted itself well off the tarmac. It has a claimed 200 mm ground clearance

the tarmac, feeling stable on loose surfaces, while its ground clearance (200 mm) ensured that progress didn't get nervous as the route got rockier.

The drive back to Johannesburg confirmed that Renault may well have hit pay dirt with the introduction of the Captur. Its combination of handsome looks, good standard specification and car-like dynamics will make an impact in a light-crossover segment that's swiftly gaining traction in sunny South Africa.







SIX INTO **FOUR**

The six-star badge adorning this sporty sedan is especially apt

BY: Peter Palm

HE Subaru Outback range features three boxer engines, but at the heart of this

Legacy – now in its sixth iteration - is a lusty flat-six. It's the only engine option and there's just one spec level to keep things nice and simple.

In true Subaru fashion, the Legacy is permanently all-wheel driven. This configuration is well suited to slippery European or Scandinavian conditions, but it is perhaps overkill for our market. Still, the the Legacy may just be the ideal option if you regularly travel on dirt roads.

Making good use of all the traction is that powerful engine. Developing 191 kW and a hefty 350 N.m, albeit at a high 4 400 r/min, it shrugged off the mass of 1 650 kg in performance testing to post a time just north of 8,0 seconds.

The gearbox is one of the better CVTs in the market and is calibrated to give six transmission steps. In normal use, it gels well with the powertrain. The exception is at pull-away; if you are in a hurry, the slip action takes a while to pass. Paddle shifters make "gearchanging" more fun.

A couple of engine mappings form part of the Si drivetrainconfiguration setup, but there is very little discernable difference between the modes. What is im-



Subaru Legacy 3,6R

Price: R529 000 Engine: 3,6-litre, flat-six, petrol Power: 191 kW

Torque: 350 N.m

Trans: 8-spd AT 0-100 km/h: 8,06 secs Top speed: 222 km/h

Fuel cons: 9,6 L/100 km **CO₂:** 230 g/km Claimed figures

pressive, however, is the steering feel. It complements the suspension tuning that soaks up poorer road surfaces but remains firm enough to make mountain passes a pleasure.

Inside, the standard-fitment touchscreen infotainment system is large and neat, and is surrounded by just enough buttons and analogue controls to make operation easier. Sensibly, the climate controls are standard knobs and buttons. A mix of wood grain, piano-black and textured black plastic is used, and the whole manages not to look too disjointed.

Both front seats are electrically adjustable and comfortable. Rear space is plentiful and dual air vents provide sufficient flow of fresh air (aided by a standard sunroof).

The boot is long but shallow the subwoofer for the Harman Kardon audio system and the central seatbelt housing intrude - while the boot board hides a space-saver wheel. Still, 456 dm³ of space is available, stretching to 1 064 dm³ with the seats folded.

The Legacy is a quirky alternative that'll sell in tiny numbers, but those who buy it should be happy with their purchase. Car



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Dynamic Design | Innovative Technology | Inspired Performance





TRIPLE TRANSPLANT

Ford's tiny triple is at the heart of this MPV, but the marriage is a happy one

BY: Peter Palm

UR Top 12 Best Buys large MPV champion, the Ford Tourneo, has been revised for 2015 and the line-up expanded to include turbopetrol variants and smaller diesels in this Connect sub-range.

One of the more interesting models is this short-wheelbase version fitted the three-cylinder 1,0-litre EcoBoost motor. The vehicle is 400 mm shorter in length than the Grand Tourneo, and is available in five-seat layout.

The Connect looks smarter than many in this segment thanks to a bold, triple-grille nose and modernlooking rear-end that hides the vehicle's commercial roots well. Dual sliding doors complement the rear hatch for all-round ease of access.

Inside, driving comfort is tops thanks to a rake-and-reach adjustable steering wheel, supportive seats and a well-placed gearlever. The middle seating row can be removed to give more van-like loadability.

Unusually, 16-inch steel wheels with trim are standard fitment, with alloys an optional extra. This Trend model is the more expensive version that hosts a number of extras over the base Ambiente model, including centrally placed overhead storage compartments as well as ones above the driver and front passenger. Additional equipment includes height and lumbar adjustment for the driver's seat, a multifunction display for audio, an extra pair of speakers, cruise control, Sync communication with





Ford Tourneo Connect SWB 1,0 Ecoboost Trend

Price: R279 900 Engine: 1,0 litre, 3-cyl, turbopetrol Power: 74 kW Torque: 170 N.m Trans: 6-spd man 0-100 km/h: n/a Top speed: 165 km/h **Fuel cons:** 5,6 L/100 km **CO₂:** 129 g/km

Claimed figures

Bluetooth, electric side mirrors, power windows for the rear passengers, rear window wash/wipe function, front foglamps plus a driver's facia-top storage compartment.

The three-cylinder Ecoboost engine is a charming unit that does duty in a variety of Fords. Just as well, too, since this is the only option for the SWB model and, even in this MPV body, does a good job. While 74 kW sounds low, the 170 N.m of torque provides reasonable acceleration and the turbocharger allows it to cope with the lower air pressure at altitude. The six-speed manual gearbox is a good match and provides positive shifts.

What's more, the steering has spot-on weighting and feel, while the suspension is more supple than you would expect for a vanbased MPV.

Claimed fuel consumption is good; the 61-litre fuel tank ensures a range of more than 900 km on a usage figure of 5,6 litres/100 km.

Safety features include ESP, tyre sensors, hill-hold, torque-vectoring control and trailer-sway assist. Six airbags complete the safety package. A three-year/60 000 km service plan is included and the service intervals are 20 000 km. car



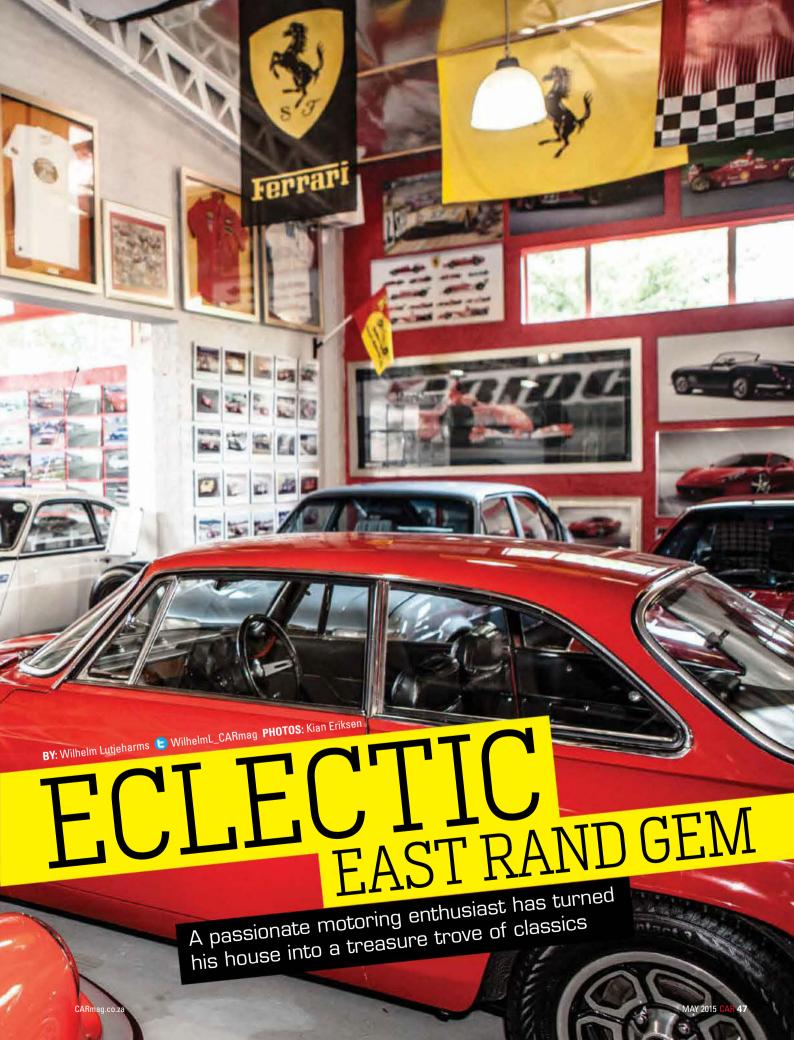














Y U U

must visit Steve. He has a very unique collection of cars." These were encouraging words from a fellow collector a few months ago, but I didn't know what to expect when lensman Kian Eriksen and I arrived at the unassuming Benoni home

of Steve Koterba. I certainly did not imagine I'd find what is arguably the largest collection of motoring memorabilia in South Africa.

Steve has an indisputable passion for South African motorsport. His house has been converted into a motoring museum, while a 30-odd car collection (there are several more vehicles on the way) is housed towards the rear of the property.

And there is nothing conventional about this East Rand collector and his eclectic abode... Apart from the bathroom, every single room houses pictures, race helmets and suits, and several other motorsport-related items. Racecar drivers signed several of them.

Steve did not buy all of these items already signed; he organises an annual meeting at the museum for all the ex-racers from the 1960s through to the 1980s, during which time they get their pens out to put their names to suit and helmet. This year will see the event's fourth staging. What's more, a number of racers donated their motorsport-related memorabilia to the museum.

Done with gawking at the racing wares, Steve escorted us to the car section of his collection. We're

OPPOSITE PAGE, FROM TOP: between pictures from the rich history of SA motorsport sits the the racing suit of Dorino Treccani, known for his success in track and drag racing; helmets of Bunny Wentzel and Brian Davies; late-1990s TVR Chimaera; the walls are filled with motoring-related posters.





RIGHT FROM TOP: the cabin of a Fiat 124S Coupé; a Ferrari Testarossa; an original fuel-station pump; the cabin of a 1970 Alfa Romeo Giulia Super 1600; three air-cooled 911s, two 993 Turbos and a rare 1973 Carrera RS. OPPOSITE, FROM TOP: a 1960s Ducati racing motorcycle; early-1990s Alfa Romeo Limited 75; more models and memorabilia; a 1967 Fiat 124S Coupé.

greeted by a sea of colours, shapes and sizes.

A few of the cars on display belong to friends, as there's arguably no place where they would attract more admiration. From two Porsche 993 Turbos, a very rare 1973 Carrera RS, several Alfa Romeos, a multiple-concourse-winning Daimler Double-Six, a Ferrari Testarossa and even a Chev-Miller midget car, the collection has something for every taste.

s we walk into the next room, a mechanic is busy restoring a 1976 Alfa Romeo GT 1800. A Fiat X1/9 is parked around the corner, while a Lancia Monte Carlo stands next to a Fulvia.

But Steve doesn't collect only cars and motoring memorabilia. One wall displays a tie collection, while in one corner a jet engine from a Canberra fighter takes up as much space as a small hatchback: "This engine was donated to me by a friend for my birthday, and we are currently manufacturing a mechanism which will turn the engine," says Steve.

Even with such a varied collection, there are three vehicles that Steve would like to add to the horde: "The three most iconic cars of the 20th century, a Lamborghini Miura, a Jaguar E-Type and a Ferrari Dino."

If he gets them, he'll have the space ready; Steve bought the premises next door, which means the museum will soon double in size. Furthermore, the museum is managed in such a way that it should remain in existence even when Steve isn't around anymore.

After fawning over the collection, exchanging car tales and comparing their specifications, Steve tells me: "Everybody knows me as a collector, but my biggest passion is actually stamps and coins."

His car collection may not be the largest one in this series, but, like its founder, it's undoubtedly one of the most eclectic.





TT 2,OT FSI S tronic

Audi's new TT is as drop-dead gorgeous as the original version, but its charms don't end there

Price: R558 000 | 0-100 km/h: 6,36 secs | Power/Torque: 169 kW/370 N.m | Top speed: 250 km/h | CAR fuel index: 8,5 L/100 km | CO₂: 146 g/km

HEN the original TT – one of the most recognisable automotive designs of the 20th century – made its debut at the 1995 Frankfurt Motor Show, its design was considered left-field, to say the least. In fact, the TT

concept was such a departure

for the Ingolstadt-based manu-

facturer that many motoring industry observers believed the arresting coupé might not actually make it past concept form.

But history shows the firstgeneration TT became an instant style icon and the second generation was evolutionary, with more sensuous lines and softer edges courtesy of the legendary Walter d'Silva, now the VW Group's head of design.

As for the newest version, codenamed S8, we grew increasingly appreciative of its exquisite exterior detailing the more time we spent with it. While the rear aspect doesn't mark a major departure from the second-generation model, subtle details such as a revised

tailpipe layout, an LED strip under the rear spoiler as a third brake light, a beefier C-pillar and bolted fuel cap are trim details that only the trained eye will notice; they're also respectful nods to the original model.

There aren't major changes to the profile, either, but a large trapezoidal grille now dominates the front-end and,





FROM TOP: TT cabin is clutter-free; ventilation rings house air-con controls; tailpipe locations a throwback to the original TT. OPPOSITE: optional Matrix LED headlamps cast a distinctive signature.



The TT is great, but that (cheaper) BMW 228i is very tempting... Terence Steenkamp

in conjunction with narrower headlamps, the TT incorporates cues of last year's Quattro Sport Concept. The sharp angles and overall styling feel are indications of what upcoming Audi R models will look like. Also fitted to our test unit are the optional Matrix LED headlamps, which leave an unmistakable trace of light and the DRL signature is an ode to the Le Mans-winning R18 E-tron. At R30 030, they're pricey adornments!

And whereas the TT's exterior is a veritable homage to the original's, its interior concept is more aesthetically pleasing and forward thinking than those of any other small coupé on the market. Much effort has gone into cleaning up the clutter that blights so many contemporary cars' facias: three large ventilation rings dominate, while closer inspection reveals the various controls for the system (and seat-heating settings on either far side) are housed on the centre hub of each unit. The aluminium centre console is also clutter free, housing just



Subtly better, in all facets, than its predecessor Steve Smith the engine ignition button, S tronic gear selector and very simple control layout for the MMI infotainment system – it all drew unanimous praise from the test team members.

The front passenger can control the volume and track selection, but that's about it, because there isn't the usual large slideout/pop-up/fixed screen. The vital info pertaining to vehicle status such as mileage, consumption, trip data, drive select settings, navigation and media have been moved to the instrument panel.

The only "relics of the past" are digital temperature and fuel gauges, but Audi's Virtual Cockpit fully integrates all of the aforementioned features into a segment benchmark – a fully digital instrument cluster. There's a navigator button that allows the driver to keep the display configuration of their choice front and centre, but the digital speedometer and tachometer (which can be reduced to chronograph-sized displays) remain.

Unsurprisingly, the quality of the TT's fit and finish



Suitably sophisticated and that much more special than common Audis Ian McLaren





is classleading. The big doors close with reassuring thuds, the switchgear feels substantial and the overall build quality is of a high standard. Leather/ alcantara-combination upholstery also provides tasteful contrast to the metallic accents and trim throughout the cabin.

The multifunction steering wheel, styled in a classic deepdish shape, is a thing of beauty and acts as a central control unit for the driver (all of the Virtual Cockpit's offerings can be accessed and manipulated via a minimal amount of just six buttons). Our test car's interior panels were also kitted out with the speakers of a Bang & Olufsen sound system, which is available for an additional R8 800. Given the quality of its output, it's well worth the extra outlay. Oh, and Audi's finally conformed to convention and fitted USB ports - that's right, there's two.

There is one perennial snag, though: the legroom afforded to the TT's rear passengers is a mere 419 mm and there's only 720 mm of headroom. The two rear seats, with their upright backrests, are also restrictive in terms of what their occupants

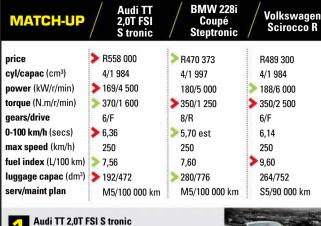
look out the windscreen at the same time. At least the TT makes up for that with fair luggage space, which can be extended to a utility volume of 472 dm³ with the seatbacks folded forward

On the road, the TT's 2,0-litre turbopetrol motor (the only engine available until a entrylevel model with a 1,8-litre motor and manual gearbox arrives next year) and six-speed S tronic dual-clutch transmission are excellently matched, as the powertrain hardly ever feels unsynchronised. With Drive Select in comfort mode, the S tronic can be left to its own devices and deliver a driving experience that's quite relaxing.

Simply pulling the lever in sport holds onto the revs a bit more, allowing for enthusiastic bursts, but switched to dynamic in the Drive Select system, the motor responds faster to throttle inputs. As the urgency, speed and load builds, two flaps open in the exhaust system to provide a brusque soundtrack.

While not exactly on par

RIGHT: rear wing can be deployed from within the cabin. BELOW: 19-



The third-generation Audi is drop-dead gorgeous, delivers a fruity soundtrack and features arguably the smartest infotainment system in its segment.

BMW 228i Coupé Steptronic The 228i is the "driver's" choice. It's swift and endowed with handling characteristics that put its rivals to shame. Impressive value, but needs to be specced up to the TT's level.

Volkswagen Scirocco R The range-topping, facelifted Scirocco's flares and deep intakes are imposing, which won't please everyone. Interior appears dated, but the R provides great performance.









with older rivals in terms of outright power output, the TT's motor claims back some ground with its torque output and delivery. There's enough low-down grunt to cause the ESC light to flicker and front wheels to chirp when the throttle is mashed. Obviously, such shenanigans can't be performed with the Quattro, the only other model available.

The front-wheel-drive TT scrabbled to 100 km/h from rest in 6,36 seconds and got to 140 km/h in 10,94 seconds. More impressive are its in-gear acceleration figures of 40-80 km/h in 2,61 seconds and 80-120 km/h in just 3,83.

Dynamically, Audi's newcomer is well balanced with its performance outputs, especially given that it has a longer wheelbase than before, which makes us question the necessity of an all-wheel-drive option in our temperate climate. But if the TT's handling characteristics were neutral, almost to a fault, the biggest criticism was its inherently firm ride quality. Under general driving conditions on smooth sealed surfaces, the ride was pliant, especially at freeway velocities, yet at low speeds bumps would announce themselves with unexpected thuds at lower speeds. Perhaps the optional 19-inch Audi Sport alloys fitted to our test unit exacerbated the firmness... One of our testers, who drove a TT abroad when shod with standard 17-inch alloys and fatter-

Virtual Cockpit substitutes a traditional instrument cluster and houses the infotainment and vital vehicle information.

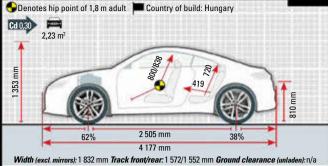
profile tyres in Europe last year, said the Audi rode comfortably. Perhaps it might be worth foregoing the 19-inchers' aesthetic appeal for the sake of general ride comfort.

TEST SUMMARY

Despite the TT's raging popularity during the past two decades, its detractors have dismissed the Audi as a frivolous fashion accessory and rubbished its credentials as a pukka sportscar. Be that because of the fickle types of buyers that previous TTs attracted or the genuine dynamic limitations of lesser models in the range, the third generation simply had to raise the bar set by its predecessors.

We fully believe that it has done just that. This TT appears (at last) to be the complete package, offering the best combination of performance and standard specification we've seen in its class. It's even beaten its traditional rivals in terms of value for money, so much so, that we had to pick an atypical rival (the Volkswagen Scirroco R) when nominating competitors for the match-up column.

Most importantly, as a complete design study, the TT passes the coupé acid test with flying colours. car



SECULICATIONIC

| SPECIFICATIONS | | | | |
|---|---------------------------|--|--|--|
| ENGINE: | | | | |
| Cylinders | four, inline, transverse | | | |
| Fuel supply electron | ic direct fuel injection, | | | |
| turbocharg | ged, intercooled, petrol | | | |
| Bore/stroke | 82,5/92,8 mm | | | |
| Cubic capacity | 1 984 | | | |
| Compression ratio 9,6 to 1 | | | | |
| Valvegear d-o-h-c, four valves per cylinder | | | | |
| FNGINF OUTPUT: | | | | |

| LINUINE OUTI UI. | |
|-----------------------------|-------------|
| Max power ISO (kW) | 169 |
| Power peak/Red line (r/min) | 4 500/6 750 |
| Max torque (N.m) | 370 |
| Torque peak (r/min) | 1 600-4 300 |
| TPANSMISSION- | |

| I III III III III III III III III III | |
|---------------------------------------|-----------------------------------|
| Туре | six-speed dual-clutch |
| 1st gear /2nd gear | 2,92/1,79 to 1 |
| 3rd gear/4th gear | 1,18/0,82 to 1 |
| 5th gear/Top gear | 0,86/0,68 to 1 |
| Reverse gear | 3,26 to 1 |
| Final drive (1/2) | 4,76/3,44 to 1 |
| Drive wheels | front |
| Driver aids | ESC (Electronic Stability Control |
| | _ |

WHEELS AND TYRES

| Tyre make | Hankook Ventus S1 EVC |)2 |
|---------------------|-----------------------|----|
| Tyre size | 245/35 R1 | 9 |
| Spare – type and lo | | |
| | under boot boar | rd |

| BRAKES: | |
|------------|---|
| Front | 312 mm ventilated discs |
| Rear | 300 mm solid discs |
| Hydraulics | ABS with EBA |
| STEERING: | |
| T | the all the district of the same for discussion |

rack and pinion, electro-hydraulic power assist Lock to lock 2,0 turns Turning circle diameter 11.0 m

SUSPENSION MacPherson struts, coil springs, anti-roll bar multilink, coil springs, anti-roll bar

CAPACITIES: Seating Fuel tank

55 litres 192/472 dm³ Boot/utility space Homologated tow rating (unbraked) 0 kg WARRANTY AND SERVICE INTERVALS: 2-year/unlimited km warranty

5-year/100 000 km maintenance plan Services according to onboard computer

PARTS PRICES (incl. VAT)*: R345,00 R165,00 R19 750,00 Oil filter Air filter Left headlamn Left rear tyre Windscreen R6 870.00 Brake pads (front set) R1 360,00 R2 865,00 Camchain (incl. tensioner)

R33 925.00

Total parts basket

FEATURES
CHECKLIST

Airbags: front/side/curtain Air-con: climate Audio system: radio/CD/
MP3/aux-in/USB/Bluetooth/SD Cruise control: standard Sat-nav: standard Park assist: optional Windows: all-electric Trip computer:

standard Park assist: optional windows: an-electric Inp computer: standard Driver seat adjust: manual incl. height Folding rear seat: 50:50 split Upholstery; partial leather Isofix anchorages: outer rear Steering adjust: rake + reach Steering audio controls: standard Tyre sensors: no Wipers auto-on: standard Headlamps auto-on: standard

TEST RESULTS

| | | _ | | |
|-----------------------|-------|----------------|---------|-------|
| MAXIMUM SPEED (km/h): | | | | |
| Manufacturer's fig | ure | | | 250 |
| Speedo calibration | 60 | 80 | 100 | 120 |
| True speed | 59 | 78 | 98 | 117 |
| Odometer error | | | 0,45% ι | ınder |
| ACCELERATION (sec | onds) | | | |
| | 0-100 | // 0-1: | 20 7 0 |)-140 |
| 3 67 / 4 82 / | 6 36 | / Q | 10 / | 11 00 |

OVERTAKING ACCELERATION (seconds):

| | AT |
|-------------------|------|
| 40-60 | 1,27 |
| 60-80 | 1,34 |
| 80-100 | 1,81 |
| 100-120 | 2,02 |
| 120-140 | 2,72 |
| FUEL CONSUMPTION: | |

| 120-140 | 2,12 |
|-----------------------|--------------------|
| FUEL CONSUMPTION: | |
| Manufacturer's figure | 6,30 litres/100 km |
| CAR fuel index | 7,56 litres/100 km |
| Fuel route | 7,80 litres/100 km |
| Estimated tank range | 728 km |
| Taxable CO. rating | 146 a/km |

| 10 stops from 100 km/h measured in se | econds. |
|---------------------------------------|----------------|
| Best/worst stop | 2,68/3,07 |
| Average of 10 stops/rating | 2,78/excellent |
| Average stopping distance | 38,65 m |
| GEARED SPEEDS (km/h): | |

1st gear 39* 58 5th gear / 6th gear 182* 273 / 230* 345

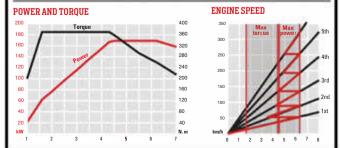
(Calculated at engine power peak* 4 500 r/min and at red line 6 750 r/min)

PERFORMANCE FACTORS

| Power/mass (W/kg) | 126 |
|------------------------------|-------|
| Power/litre (kW/litre) | 85 |
| Torque/litre (N.m/litre) | 186 |
| ngine speed at true 120 km/h | |
| n top gear (r/min) | 2345 |
| Mass as tested (kg) | 1 337 |
| | |

TEST CONDITIONS:

| Altitude | at sea level |
|-------------------------------|-----------------|
| Ambient temp/barometric press | 22° C/1 103 hPa |
| Test car's odometer | 3 010 km |
| | |



The value-for-money Focus and chic 308 are compact hatchback... Although their prices set



different takes on the downsized turbocharged them far apart,each offering has its own charm





Focus Hatch 1,0 EcoBoost Trend

It's more than just a cosmetic overhaul as the Blue Oval hones its already impressive C-segment hatch

Price: R234 900 | 0-100 km/h: 11,57 secs | Power/Torque: 92 kW/170 N.m | Top speed: 192 km/h | CAR fuel index: 6,0 L/100 km | CO;: 116 g/km

OR all its merits and distinctive looks, the Focus is one of those cars that seems to undeservedly sit on the periphery of the South African public's eye. Now the Blue Oval has ushered in its facelifted model, replete with its much-vaunted 1,0-litre EcoBoost engine. But will the punchy little motor and myriad

changes, both outside and within, be enough to propel this C-segmenter into the limelight?

While the pre-facelift Focus was by no means ungainly, there were some elements that seemed a trifle clumsy – most notably the paramecium-shaped taillamp clusters. While those remain, albeit in slightly more rounded-off and toned-down shapes, the cosmetic revisions

to the rest of the car are very appealing. This is especially evident up front, where narrower headlamps frame a sportier honeycomb grille that is topped off with a new, more tightly sculpted bonnet.

The Focus's facia previously came in for criticism owing to its scattergun layout and a bewildering array of samey looking buttons for the onboard

functions. Ford has fortunately heeded such grievances and given the facelifted car a central display that, although still adorned with a wealth of buttons, presents a far more intuitive formation of controls.

But the biggest development with the updated car has to be the adoption of Ford's award-winning 1,0-litre EcoBoost engine. While we were impressed

| MATCH-UP | Hatch 1,0 Eco- Boost Trend | Hatch 1,6 Active | Auris 1,6 Xs |
|--------------------------|-------------------------------|---------------------|-----------------|
| price | > R234 900 | R242 900 | > R255 200 |
| cyl/capac (cm³) | 3/998 | 4/1 598 | 4/1598 |
| power (kW/r/min) | 92/6 000 | > 77/6 000 | > 97/6 400 |
| torque (N.m/r/min) | > 170/1 400-4 500 | > 144/4 000 | 160/4 400 |
| gears/drive | 6/F | 5/F | 6/F |
| 0-100 km/h (secs) | 11,57 | > 12,50 est | > 10,70 est |
| max speed (km/h) | 192 | > 180 | > 200 |
| fuel index (L/100 km) | > 6,0 | >7,4 | ≯ 7,4 |
| luggage capac (dm³) | > 288/1 000 | 256/848 | > 232/1 016 |
| serv/maint plan | S4/80 000 km | S3/unlimited | S5/90 000 km |

Ford Focus Hatch 1,0 EcoBoost Trend
A raft of cosmetic and under-the-skin improvements, allied with an award-winning engine, has turned the Focus into one of the best-balanced packages out there. Great value, too.

Mazda3 Hatch 1,6 Active
An integral player in Mazda's recent
comeback, combining striking looks, engaging
dynamics and good standard specification. The
engine's a touch weak, though.

Toyota Auris 1,6 Xs
About as safe a bet as you can get in terms of reliability and dealer network in this segment.
Engine outputs look good on paper, but lacks lowend urge. And its pricey in this company.

nies such antics), the engine's pliancy rewards a well-measured driving style.

Even when adopting conservative applications of the right pedal, there's enough urge to ensure that only the steepest of inclines will start to tax the engine. It also saw the Focus return 6,3 litres/100 km on our mixed-use fuel-route test.

A three-cylinder engine, although amusingly vociferous in a small hatchback, doesn't necessarily lend its insistent soundtrack to a larger, more mature car that will likely be tasked with travelling greater distances over higher speeds. Ford has been mindful of this and padded the engine bay with additional sound deadening material, as well as lining the cabin with plusher carpets and thicker side glazing. The upshot is impressive refinement at cruising speeds while allowing just enough of the engine's raspy voice to permeate the cabin.

The Focus has always impressed with its ability to meld engaging dynamics with good ride comfort and a hard-todefine feeling of chunkiness and solidity. To all intents and purposes, you'd be forgiven for believing that Ford had every reason to simply drop this impressive engine into such a vessel, untouched. But the Blue Oval has introduced a number of tweaks to the revised Focus's underpinnings, such as revising the dampers and stiffening the bushes.

Some of us were a little worried this may upset the ride/handling balance but, as with the new engine, there are no such qualms. The ride remains pliant and does a sound job of absorbing ruts and ripples, while body control feels satisfyingly composed when negotiating tighter sections of any road at pace.

The Focus's electrically assisted tiller has also been fine-tuned so that it allies more closely with the stability control module to pre-emptively detect when the limits of front-end traction are about to be exceeded, but it remains responsive and the elec-



The finest execution of the Eco-Boost drivetrain I've experienced Ian McLaren

with the manner in which the three-cylinder engine conducted itself in the Fiesta, even in automatic guise, some testers were concerned that propelling a heavier car would sap some of the punchiness that accounted for much of its appeal.

These fears, however, were quickly allayed by the broad rev band (between 1 400-4 500 r/min) in which the Eco-Boost's 170 N.m of peak torque resides; it ensures that none of the flexibility and fullness of body have been lost.

Although there's still a great deal of satisfaction to be had from clicking through the gears via the snappy, short-shifting 'box and booting the one-litre Focus to revel in the surprising surge served up by the diminutive engine (not to mention cracking a grin at the delightful three-pot thrum that accompa-

RIGHT: the previous car's scattergun facia array makes way for a cleaner, simpler layout. OPPOSITE: styling is tighter and the divisive taillamps have been toned down.



Exceptional value in a tough market. It deserves to succeed Sudhir Matai



Great engine, excellent dynamics - Focus remains underrated Steve Smith







tronic nanny doesn't chime in too abruptly to curtail the fun.

So it looks better, accommodates its motor with aplomb and remains dynamically balanced. But surely these improvements come at a hefty premium?

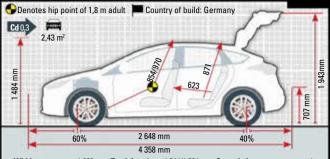
Again, the Focus flies in the face of expectations. This Trend model's keen price tag places it squarely in upper-B/lower-C-segment territory. Factor in standard specification that incorporates such nice-tohaves as a radio/CD/MP3/aux-in entertainment system with Bluetooth hands-free phone connectivity, cruise control, 16inch alloys and a good complement of safety features, among others, and the Focus represents astonishing value for money.

In fact, if you were to tick every option box on the configurator, which would bring in larger alloys, folding electric mirrors, climate control, LED daytime running lights, an upgraded infotainment system with colour FROM TOP: the redesigned bonnet and tweaks to the grille and headlamps lend the new car a sportier air; the 1,0-litre turbopetrol punches above its weight.

TFT screen and a driver assistance package that encompasses parallel and perpendicular parking systems and a sensor array that detects approaching traffic when you're reversing out of a parking bay, you'd still be looking at only R262 000.

TEST SUMMARY

We've always held the Focus in high regard and the changes that have been meted out to the latest model have strengthened this stance. In 1,0 EcoBoost Trend guise, the Focus's virtues have not only been further honed, but the inclusion of a sterling engine in a package that represents great value for money should help it to rightly - and clearly - register on buyer's radars.



Width (excl. mirrors): 1 823 mm Track front/rear: 1 544/1 534 mm Ground clearance (unladen): n/a

SPECIFICATIONS

three, inline, transverse Cylinders Fuel supply electronic direct fuel injection, turbocharged and supercharged, intercooled, petrol Bore/stroke 71.9/82.0 mm

Cubic capacity 998 cm³ Compression ratio 10,0 to 1 Valvegear d-o-h-c, four valves per cylinder ENGINE OUTPUT:

Max power ISO (kW) Power peak/Red line (r/min) 6 000/6 500 Max torque (N m) Torque peak (r/min) 1 400-4 500 TRANSMISSION:

six-speed manual Type 1st gear/2nd gear 3,72/2,04 to 1 3rd gear/4th gear 5th gear/Top gear 1.35/1.03 to 1 0.82/0.69 to 1 Reverse gear 3.82 to 1 Final drive 4,07 to 1 Drive wheels front Driver aids ESC (Electronic Stability Control), hill start WHEELS AND TYPES:

Tyre make Michelin Primacy 3 Tyre size 225/55 R16 Spare – type and location space-saver under boot board

BRAKES

Front 278 mm ventilated discs Rear 228 mm solid discs Hydraulics ABS with EBD

STEERING:

Type rack and pinion, electric power assist Lock to lock Turning circle diameter SUSPENSION

MacPherson struts, coil springs, Front anti-roll bar multilink, coil springs, anti-roll bar Rear CAPACITIES:

Seating 55 litres Fuel tank Boot/utility space 288/1 000 dm³ Homologated tow rating (unbraked) 650 kg

WARRANTY AND SERVICE INTERVALS:

4-year/120 000 km warranty 4-vear/80 000 km service plan Service every 20 000 km

PARTS PRICES (incl. VAT)*:

Oil filter Air filter R116,28 R229,14 R3 637,31 R1 171,00 Left headlamp Left rear tyre R4 202,24 R1 637,04 Windscreen Brake pads (front set) Camchain (incl. tensioner, Total parts basket R1 473,80 R12 466,81

*Prices as recommended by manufacture

FEATURES CHECKLIST

Airbags: front/side/curtain Air-con: manual Audio system: radio/CD/MP3/ aux-in/USB/Bluetooth Cruise control: standard Sat-nav: no Park assist: optional Windows: all-electric Trip computer: standard Driver seat adjust

manual incl. height Folding rear seat: 60:40 split Upholstery: cloth Isofix anchorages: outer rear Steering adjust: rake + reach Steering audio controls: standard Tyre sensors: no Wipers auto-on: optional Headlamps auto-on: optional

TEST RESULTS

| MAXIMUM SPEED | (km/h): | | | |
|-----------------------|---------|-----------|-----|-----|
| Manufacturer's figure | | | | 192 |
| Speedo calibration 60 | | 80 | 100 | 120 |
| True speed | 57 | 76 | 96 | 115 |
| Odometer error | | 0,1% over | | |
| ACCELERATION (s | econds | 2000 | | |

0-80 0-100 0-120 **0-80 / 0-100** 7,79 **/** 11,57 OVERTAKING ACCELERATION (seconds):

| | 3rd | 4th | 5th | Top |
|-------------------|------|------|------|-------|
| 40-60 | 3,43 | 4,91 | 8,04 | 13,05 |
| 60-80 | 3,62 | 4,70 | 5,92 | 7,34 |
| 80-100 | 4,00 | 5,10 | 6,42 | 7,22 |
| 100-120 | 4,33 | 5,60 | 7,81 | 9,40 |
| 120-140 | - | 6,17 | 9,60 | 13,26 |
| FUEL CONSUMPTION: | | | | |

| Manufacturer's figure | 5,00 litres/100 k |
|--------------------------------|-------------------|
| CAR fuel index | 6,00 litres/100 k |
| Fuel route | 6,30 litres/100 k |
| Estimated tank range | 917 k |
| Taxable CO ₂ rating | 116 g/k |

BRAKING TEST:

10 stops from 100 km/h measured in seconds 2,85/3,21 Best/worst stop Average of 10 stops/rating 2,99/excellent 40.63 m Average stopping distance GEARED SPEEDS (km/h):

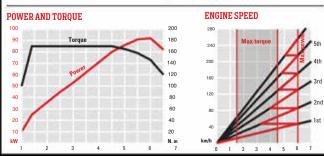
4/* 51 86* 94 **5th gear** 6th gear 215* 233 256* 277

(Calculated at engine power peak* 6 000 r/min and at red line 6 500 r/min)

PERFORMANCE FACTORS:

Power/mass (W/ka) 70 Power/litre (kW/litre) Torque/litre (N.m/litre) 170 Engine speed (at true 120 km/h in top gear (r/min)) 2816 Mass as tested (kg) TEST CONDITIONS:

Altitude at sea level Ambient temp/barometric press 27° C/1 010 hPa Test car's odometer 3 065 km



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308 1,2 PureTech GT Line

The badge on the back is the only thing familiar about the new Peugeot 308

Price: R329 900 | 0-100 km/h: 11,63 secs | Power/Torque: 96 kW/230 N.m | Top speed: 207 km/h | CAR fuel index: 5,52 L/100 km | CO;: 107 g/km

platform, penned with a fresh design language in mind and engineered like no other French car before it, the temptation to give Peugeot's latest C-segment entry a bespoke new name must have been almost overwhelming. To do that, though, would have undermined a new marketing strategy aimed at minimising confusion

and creating a more lasting legacy for each member of the Peugeot family. As such, the new 308 not only represents a fresh Gallic-flavoured assault on this popular hatch segment but, by default, also places a fair distance – most notably in terms of refinement – between itself and the outgoing 308.

The 2014 European Car of the Year is represented in South Africa by a flagship 1,2 PureTech GT Line model (tested here), with a less-powerful Active version serving as an entry-point. By September, the 151 kW/285 N.m GT model will wear the local performance badge until a rumoured 199 kW GTi derivative is unveiled.

The distinction between the outgoing and new 308 is further highlighted by the fact that Peugeot has used the occasion to further the rollout of its altogether more conservative design language introduced on the current 508 sedan. In hatchback terms, this sees Peugeot's latest Golf rival take on a decidedly more generic, less extravagant stance aimed at broadening this important model's appeal, particularly in markets outside of partisan France's borders. That said, although the new car is 30 mm shorter than the model it re-



Best Peugeot
compact hatch by
a mile, but competition is tough at
this price point
Mike Fourie



A chic and classy alternative to the Golf Steve Smith



The perfect product with which to breed confidence in the Peugeot brand Ian McLaren

RIGHT: touchscreen infotainment screen controls audio, nav and climate settings. BELOW: a massage setting is standard. BOTTOM: new EMP2 platform underpins the 308.



places, much of this is thanks to a more effective resolution between wheelbase and overhang proportions. The GT Line model gains 17-inch alloy wheels and a full-LED headlamp system, including smart side-to-side sweep front indicators. Less convincing is the presence of faux chrome-look exhaust tips at the rear.

Mimicking the restrained yet chic profile of the 308 is a similarly neat and impressively



upmarket cabin featuring some of the finest quality leathers and soft-touch plastics available in this segment. Added to this, the level of perceived build quality matches the best of the competition.

Gone is the overly complicated layout of previous Peugeot centre consoles and in its place is a vivid touchscreen infotainment system housing everything from audio and optional navigation systems through to

/ Mimicking the restrained design is a similarly neat cabin /

dual-zone climate-control settings. On this point, while some testers found it tedious having to navigate a touchscreen menu in order to adjust the temperature of the cabin, it's a process that's bound to get simpler with further familiarisation.

Of course, this innovative touchscreen system forms but a part of Peugeot's current i-Cockpit design language. By far a bigger talking point is the installation of the instrument binnacle above the eve line of the small-circumference steering wheel. Thankfully, where in the 208 there's a better than average chance of the clocks being hidden from the driver's view by the rim of the wheel, in this application it's less of a concern. A generous amount of height adjustment on both the driver's seat and steering column, together with a somewhat awkward-looking anti-clockwise rev-counter motion, means drivers of most heights should be able to find a comfortable driving position while still being able to read the instrumentation.







While front-occupant comfort is among the best in class, rear passenger leg- and headroom are best described as average. The presence of a fullsize (225/45 R17) alloy wheel positioned below the boot board also negatively affects overall luggage capacity.

From the well-bolstered, part-leather driver's seat (including standard massage function), the presence of the 208 GTi-sourced steering wheel in an otherwise capacious, restrained interior initially feels somewhat out of place. That said, connected as it is to a relatively lifeless electric powersteering unit, minor steering inputs are greeted with either unwelcome changes in direction at freeway speeds or pleasingly sharp shifts in trajectory round town.

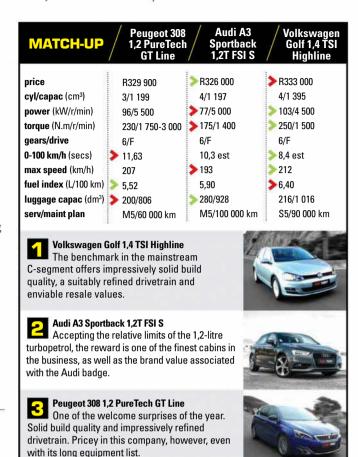
Making the most of PSA's new EMP2 platform (shared with the Citroën C4 Picasso), the new 308 is, on average, 140 kg lighter than the model it replaces; a crucial saving not only in terms of dynamics,

but this also aids performance and efficiency.

To this end, 308 GT Line models gain a 96 kW version of Peugeot's new 1,2-litre, three-cylinder engine. With 230 N.m of torque available from as low as 1 750 r/min, it's an impressively refined unit that, mated with a slick and precise six-speed manual transmission (an auto option will be available in early 2016), and despite some initial turbo lag, is more than capable of keeping pace. The only downside to upping the pace, however, is a corresponding negative fuelconsumption reading. While Peugeot claims 4,8 litres/ 100 km for this drivetrain, our fuel route returned a more sobering 7,2 litres/100 km.

Weighing only 1 288 kg, the new Peugeot 308 feels suitably light on its feet. This sensation, complemented by an impres-

GT Line models feature standard LED lighting technology in both head- and taillamps, as well as 17-inch alloys wheels.





sively compliant suspension setup (MacPherson struts front/torsion-beam rear), is able to absorb most road imperfections and offer a relatively dynamic split personality should the mood arise. The modest limits of these dynamics are greeted with easy-toneutralise understeer.

In everyday driving conditions, a quick mastery of a somewhat awkward clutch-pedal action, as well as anticipation of the turbocharger feed, allows for a calm, refined driving experience. As is the case with most small-capacity turbocharged engines, it's often optimally suited to a well-sorted automatic transmission.

TEST SUMMARY

Where the sight of a Volkswagen Golf and an Audi A3 Sportback in a match-up box would usually send most rivals scampering for the hills, the new Peugeot 308 stands its ground in this test.

In essence, what PSA has done is built a Gallic Golf. In targeting conquest sales at the cost of its class-leading rival, Peugeot has taken everything

good about its German segment competitor, including perceived build quality and conservative yet classy styling, and packaged it in a vehicle with just enough French flair and standard specification to remain true to its roots

At R329 500, the top-ofthe-range GT Line is certainly competing at the pointy end of this segment but, unlike other rivals that compete on comprehensive specification lists alone, there is genuine premium substance behind everything the new 308 does.

Yes, the South African buying public, with its suitably long memory, might need a bit more convincing that purchasing a French car is no longer considered risky business, but the 308 - backed by a number of manufacturer-sourced aftersales reassurances – is exactly the kind of product needed to again place Peugeot firmly on the map. Car

FROM BELOW: impressively refined 1,2-litre turbopetrol engine performs admirably. BOTTOM: full-size spare wheel robs luggage space.





Poenotes hip point of 1,8 m adult 📜 Country of build: France Cd 0.28 457 mm 2 620 mm 4 253 mm Width (excl. mirrors): 1 804 mm Track front/rear: 1 559/1 553 mm Ground clearance (unladen): 109 mm

SPECIFICATIONS

ENGINE:

Cylinders three, inline, transverse Fuel supply electronic direct fuel injection, turbocharged, intercooled, petrol Bore/stroke 75.0/90.5 mm 1 199 cm³ Cubic capacity Compression ratio 10.5 to 1 Valvegear d-o-h-c, four valves per cylinder ENGINE OUTPUT:

Max power ISO (kW) Power peak/Red line (r/min) 5 500/6 000 Max torque (N.m) 1 750-3 000 Torque peak (r/min) TRANSMISSION:

six-speed manual Type 1st gear /2nd gear 3,54/1,92 to 1 3rd gear/4th gear 1.32/0.98 to 1 5th gear/Top gear 0.76/0.59 to 1 Reverse gear 3,31 to 1 Final drive 4,18 to 1 Drive wheels front Driver aids ESC (Electronic Stability Control)

WHEELS AND TYRES: Michelin Pilot Sport 3 Tyre make

Tyre size 225/45 R17 Spare – type and location full-size alloy, under boot board BRAKES

283 mm ventilated discs 268 mm solid discs Rear ABS with EBD and EBA Hydraulics STEERING:

Type rack and pinion, electric power assist Lock to lock 30 turns Turning circle diameter 10.4 m

SUSPENSION: MacPherson struts, coil springs, anti-roll bar

Rear torsion beam, coil springs, anti-roll bar CAPACITIES: Seating

Fuel tank 53 litres 200/806 dm³ Boot/utility space Homologated tow rating (unbraked) 580 kg WARRANTY AND SERVICE INTERVALS:

3-year/100 000 km warranty year/60 000 km maintenance plan Service every 15 000 km

PARTS PRICES (incl. VAT)*:

R131,48 R298,27 R9 822,18 Air filter Left headlamp Left rear tyre R1 780,00 Windscreen R3 644 45 R1 653,06 Brake pads (front set) Camchain (incl. tensioner) R1 961,46 R19 290,90 Total parts basket

Prices as recommended by manufacture

FEATURES CHECKLIST

Airbags: front/side/curtain Air-con: dual-zone climate Audio system: radio/ MP3/aux-in/USB/Bluetooth Cruise control: standard adaptive Sat-nav: CHECKLIST optional Park assist: standard Windows: all-electric. Trip computer: standard Driver seat adjust: manual incl. height. Folding rear seat: 60:40 split. Upholstery: partial leather. Isofix anchorages: outer rear. Steering adjust: rake + reach. Steering audio controls: standard. Tyre sensors: standard Wipers auto-on: standard Headlamps auto-on: standard

TEST RESULTS

MAXIMUM SPEED (km/h): Manufacturer's figure Speedo calibration 100 qρ 118 1.53% under Odometer error

ACCELERATION (seconds) 0-100 0-120 0-80 7,38 11,63 16.45 OVERTAKING ACCELERATION (seconds):

| | Jiu | 7111 | Jui | iup | |
|-------------------|------|------|------|------|--|
| 40-60 | 2,87 | 5,24 | - | - | |
| 60-80 | 2,86 | 4,24 | 6,01 | 8,86 | |
| 80-100 | 3,19 | 4,45 | 6,08 | 8,92 | |
| 100-120 | 4,36 | 4,90 | 6,53 | 8,20 | |
| 120-140 | 6,22 | 6,02 | 7,79 | 9,91 | |
| FUEL CONSUMPTION: | | | | | |

CAR fuel index Fuel route Estimated tank range Taxable CO2 rating

Manufacturer's figure 4 60 litres/100 km 5,52 litres/100 km 7,20 litres/100 km 960 km 107 g/km

BRAKING TEST:

10 stops from 100 km/h measured in seconds.

Best/worst stop 2 70/2 82 Average of 10 stops/rating 2,74/excellent Average stopping distance 40.47 m GEARED SPEEDS (km/h):

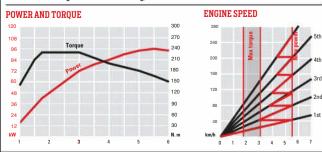
1st gear /2nd gear 43* 47 / 80* 87 / 116 /6th gear 5th gear 201* 219 / 259* 282

(Calculated at engine power peak* 5 500 r/min and at red line 6 000 r/min)

PERFORMANCE FACTORS:

Power/mass (W/ka) Power/litre (kW/litre) Torque/litre (N.m/litre) 192 Engine speed at true 120 km/h in top gear (r/min) 2 550 Mass as tested (kg) TEST CONDITIONS:

Altitude at sea level Ambient temp/barometric press 25° C/1 014 hPa Test car's odometer 1 610 km





X6 M50d

BMW's SAV bridge between its workaday diesels and wild M models is about as niche as they come

Price: R1 322 540 | **0-100** km/h: 5,38 secs | Power/Torque: 280 kW/740 N.m | Top speed: 250 km/h | CAR fuel index: 7,9 L/100 km | CO₂: 225 g/km



HEN BMW introduced the first X6 in 2008, it caused something of a stir.

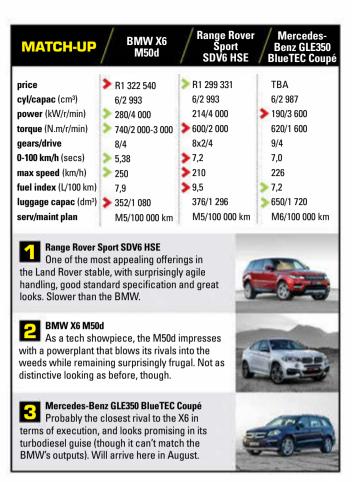
Some people were unconvinced by the precarious balancing act between sportscar and SUV, while even more were divided by its challenging looks. Neither of these aspects would trouble this motoring oddity, though, and it soon became a musthave for well-heeled urban warriors who wanted to be seen.

Now the second-generation model is here, dressed in more grown-up garb and, in the case of the M50d, bridging the gap between its standard siblings and the rip-snorting X6 M courtesy of a complex triturbodiesel powerplant.

But, has sacrificing some of that visual drama taken away what delightfully little point the X6 had? The previous X6's drawcard was its radical, almost comic-book proportions and a bizarrely appealing mix of elegant curves up front and sharp creases on the flanks and tail.

The treatment doled out to the latest iteration met with mixed responses from the CAR team. Some appreciated the chunkier, more masculine air imparted by that big, bluff front nose and sharper lines. Others lamented the fact that, by virtue of styling elements creeping closer towards those of the X5, the X6 has lost some of the aesthetic distinctiveness that was one of its strongest selling points.

The interior is similarly assorted. The upright facia design, LED strip lighting that forms a prow around the cabin and tactile M touches such as the Alcantara-clad sports seats



and sculpted steering wheel are appealing, while passenger knee- and headroom are good. But our car did exhibit a couple of unseemly trim creaks.

It's a shame that the sense of visual occasion has been toned down, because the triturbo powerplant is one that deserves to be showcased in a suitably dramatic vessel. In operation, the turbodiesel setup could be compared with a three-piece concerto, with each of the Borg-Warner-supplied blowers playing their part to a dip of the conductor's baton that is the accelerator pedal

At low engine revs, the smallest member of the turbo trio comes on song as it catches the initial breath of exhaust gases through its variable-geometry vanes providing low-end boost. From around 1 500 r/min, a larger turbo starts spooling up, ushering in the tarmac-rippling 740 N.m of peak torque before a third smaller turbo chimes in at 2 700 r/min, compressing the air being fed to the large

turbo to provide up to 3,5 bars of boost to bring up the 280 kW of maximum power at the 4 000 r/min mark.

The 3,0-litre inline-six engine, based on the unit doing service in the X6 xDrive40d, has been strengthened to cope with the additional power and is mated with the impressive ZF-sourced eight-speed automatic transmission.

There's a certain incongruity to the manner in which the triturbo delivers its power; the way this plus-two-ton SUV gathers pace is deceptive. You're aware that it's being tasked with shifting a great deal of bulk, but because the thrust is more jet-liner-at-take-off progressive than catapult-abrupt, it initially gives the impression of the M50d being merely brisk. But a glance at the speedometer will swiftly disabuse you of such a notion as it surges into triple figures with breathtaking ease. In fact, the M50d's 5,38-second 0-100 km/h sprint time saw it come within a whisker of

BELOW: the new car's blunt nose and seemingly less up-kicked tail are mature but less distinctive than those of its more elegant forebear. OPPOSITE: M body kit lends the evolutionary X6 visual clout.



Makes little practical sense, but that motor is an impressive piece of engineering Gareth Dean



The X6 has gone from distinctive to derivative Terence Steenkamp



Suitably overblown powertrain for a purposely OTT offering Mike Fourie





besting the fastest-accelerating diesel car that we've tested to date, the Audi A8 L 4,2 TDI Quattro we evaluated in the May 2014 issue.

Just as satisfying is the engine's flexibility. Regardless of what speed you're doing or the gear in which the smoothshifting 'box is in, a dip of the throttle sees the M50d hunker down at the stern before cleanly surging forward. Given the impressive levels of noise suppression in the cabin and a trio of blowers diffusing most of the exhaust gas otherwise bound for the exhaust pipes, the M50d may not be as aurally ebullient as its M-badged peers but its soundtrack, a smooth-edged snarl with little in the way of diesel chatter, is still satisfying in its own right.

Despite its ability to make confetti out of most sportscars, the M50d still manages to stick to the turbodiesel proviso of frugal motoring, returning a very respectable 9,0 litres/100 km on our mixed-use fuel route.

For what it is, the X6 has always managed to surprise and impress dynamically, and



/There's a smooth snarl with little diesel chatter / the new car hasn't lost any of that ability.

In typical heavy all-wheel-drive fashion, there's huge reserves of grip, aided in no small part by the formidable 275/40 front and 315/35 footware wrapped around its 20-inch rims, and manhandling

in tighter bends will see the nose pushing wide.

The electrically assisted steering, although responsive, is overly assisted and even when the sports drivetrain setting, with its sharper throttle/more aggressive gearshift pattern and weightier steering, is selected









CLOCKWISE FROM LEFT: ABOVE: there's ample headroom in the rear. LEFT: triturbo-diesel generates huge reserves of torque. OPPOSITE FROM TOP: cabin is low-key but beautifully crafted; M50d is agile for a plus-two-tonne car.

the tiller is still rather light and lacking in feedback. While it lends itself well to threading the M50d through its natural urban environment, this light steering setup can collude with the commanding seating position to give the impression that the car isn't completely beneath you when pressing on.

This, however, is not actually the case. Body control is impressive for such a heavy vehicle and, despite the additional 24 kg of turbos and their associated plumbing in the nose, the M50d adheres closely to BMW's much vaunted front/rear balance with 51% of its mass resting over the front axle. In this instance, there's also a good deal to be said for the engine's progressive power delivery as it never feels as though the chassis is overwhelmed by what the powertrain is throwing at it.

The previous car's ride came in for some criticism owing to its unsettled nature, but even in this performance-oriented model it appears that palpable improvements have been realised. Despite a body construction that serves up 40% more torsional rigidity than its forebear, the new car's revised suspension system, comprising lighter components and

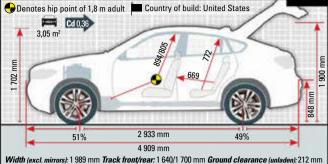
reworked air suspension settings, is impressively resolved, only submitting to large scars.

TEST SUMMARY

In M50d guise, the new X6 is something of a bittersweet affair. There's no denying the car's improved road manners and the fact that the powerplant is a mean feat of engineering. But the visual drama for which the old car was both loved and loathed seems to have gone by the wayside, with only the M50d's standard M Sport accoutrements lending it some kerb presence.

Will this deter buyers in the market for this car? Probably not. In fact, this particular model's juxtaposed blend of frugality and brawn could well hold a very niche appeal to those who can't quite stretch to the X6 M but like the idea of being as close-to-dammit in the torque stakes while remaining distinct from the now somewhat tame-looking non-M models.

Still, we can't help but feel that, if you're going to flip the bird at sensibility, you should at least make a show of it while you do so. And, with its more measured lines, the new X6 doesn't quite do that anymore...



SPECIFICATIONS

ENGINE

Cylinders six, inline, longitudinal electronic common-rail direct injection, turbocharged, Fuel supply

intercooled diesel 84,0/90,0 mm Bore/stroke Cubic capacity Compression ratio 2 993 cm³ Valvegear d-o-h-c, four valves per cylinder ENGINE OUTPUT

280 4 000/5 400 Max power ISO (kW) Power peak/Red line (r/min)

Max torque (N m) 2 000-3 000 Torque peak (r/min) TRANSMISSION:

eight-speed automatic Tvpe 1st gear/2nd gear 3rd gear/4th gear 5,00/3,20 to 1 2,14/1,72 to 1 5th gear/6th gear 1,31/1,00 to 1 0,82/0,64 to 1 7th gear/Top gear Reverse gear Final drive 3,47 to 1 3,15 to 1 Drive wheels ESC (Electronic Stability Control) Driver aids

WHEELS AND

Tvre make **Dunlop SP Sport Maxx GT** Tvre size (f) 275/40 R20 Tyre size (r) 315/35 R20 Spare – type and location snace-saver under boot board BRAKES:

Front 385 mm ventilated discs Hydraulics ABS with EBD and EBA

Type rack and pinion electric power assist ock to lock Turning circle diameter

CHICPENCION

Front independent, double wishbone, coil springs, anti-roll bar

multilink, coil springs, anti-roll bar Rear

CAPACITIES: Seating 85 litres Fuel tank 352/1 080 dm² Boot/utility space

Homologated tow rating (unbraked) 750 kg WARRANTY AND SERVICE INTERVALS:

2-vear/unlimited warranty year/100 000 km maintenance plan Services according to onboard computer

PARTS PRICES (incl. VAT)*: R871.09

Air filter Left headlamp R18 930,02 Left rear tyre Windscreen R5 440 00 R8 768,78 Brake pads (front set) Camchain (incl. tensioner) R4 343 23 Total parts basket R42 420.96

*Prices as recommended by manufacture.

FEATURES Airbags: front/side/curtain Air-con: dual-zone climate Audio system: radio/CD/MP3/aux-in/Bluetooth/voice control Cruise control: standard CHECKLIST radio/CD/MP3/aux-in/Bluetooth/voice control: Cruise control: standard Sat-nav: standard Park assist: standard Windows: all-electric Trip computer: standard Driver seat adjust: electric incl. height Folding rear seat: 60:40 split Upholstery. leather Isofix anchorages: outer rear Steering adjust: electric rake + reach Steering audio controls: std Tyre sensors: standard Wipers auto-on: std Headlamps auto-on: std

TEST RESULTS

| MAXIMUM SPEE | D(km/h): | | | |
|----------------|------------|------------|-----|-----|
| Manufacturer's | | | | 250 |
| Speedo calibra | tion 60 | 80 | 100 | 120 |
| True speed | 58 | 78 | 97 | 117 |
| Odometer error | | 0,2% under | | |
| ACCELERATION | [seconds]: | | | |

0-100 0-120 **0-80** 3,77 0 - 140OVERTAKING ACCELERATION (seconds):

40-60 1,31 1,38 1,66 60-80 80-100 100-120 120-140 FUEL CONSUMPTION:

Manufacturer's figure 7,70 litres/100 km CAR fuel index 9,24 litres/100 km uel route 9,00 litres/100 km Estimated tank range 920 km Taxable CO, rating 225 g/km

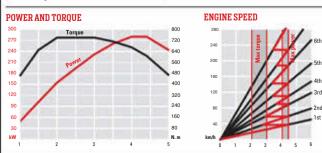
BRAKING TEST: 10 stops from 100 km/h measured in seconds Best/worst stop 2 82/3 27 Average of 10 stops/rating 2.97/excellent Average stopping distance 40.48 m GEARED SPEEDS (km/h)

1st gear / 2nd gear 34* 46 53* 71 4th gear 5th gear / 6th gear 129* 174 | 169* 229 7th gear 206* 279 8th gear 265* 357

line 5 400 r/m PERFORMANCE FACTORS:

Power/mass (W/kg) 123 Power/litre (kW/litre) 94 247 Torque/litre (N.m/litre) Engine speed (at true 120 km/h in top gear (r/min)) 1 815 2 278 Mass as tested (kg)

Ambient temp/barometric press 24° C/1 011 hPa Test car's odometer 5 065 km



TEST COMPARATIVE

MAZDA2 1,5 DYNAMIC vs. OPEL CORSA 1,0T ECOFLEX ENJOY

NOTHER month, another slew of new B-segment hatches... If you still doubt that this section of the market is the most competitive one, consider the following: in the last issue, we group tested a brand-new Honda Jazz and Hyundai i20, as well as revised versions of the VW Polo and Kia Rio; before those, the facelifted Toyota Yaris convinced us of its merits; a wonderful 1,0-litre engine breathed new life into the venerable Ford Focus; the Renault Clio and Peugeot 208 are ever-present and competitively priced; and

the cut-price Chinese are itching for a slice of South Africa's most popular car sector. There simply isn't room for mediocrity.

Fuelling the fire is the fight between larger-displacement natural aspiration (think Jazz, the Koreans and the 208) and force-fed propulsion attached to smaller engines that promise similar performance but lower emissions and better economy (Polo, Fiesta *et al*). This segment truly offers a vehicle for all tastes and most budgets, exemplified by its two newest entrants, the Mazda2 and Opel Corsa.





Natural aspiration in a fun-to-drive package play turbocharging and big-car refinement

RAGISTES OPGSITES

TEST



The Japanese vehicle, now in its fourth generation, touts livewire dynamics, healthy spec and interesting design as its selling points. The Corsa, meanwhile, trades on roominess, refinement and frugal running as a result of its downsized, turbocharged powertrain. They couldn't be more dissimilar within the defined parameters of this class, yet both are worthy of consideration.

But, before we arrive at the crux of this comparison, let's look at their line-ups. The Corsa is straightforward: there's one engine and one transmission option - a 1,0-litre, three-cylinder and a six-speed manual, respectively – in three trim grades. We're testing the mid-level Enjoy version. At R185 500, the Essentia does without aircon, an audio system and alloy wheels, but has a full range of safety features. In contrast, the flagship Cosmo (R236 300) model boasts xenon headlamps, auto lights, wipers and rearview mirror, and the essential Intellilink touchscreen infotainment system. This latter feature was fitted to our test Enjoy model at a cost of R4 000. Opel is set to add an entry-level 1,4-litre unit to the Corsa line-







The Mazda is good quality, but let down by jerkiness on pull-away Peter Palm



The Mazda is stylish, but the Corsa is the better car underneath Nicol Louw



Can I get a 2 with the Opel's motor? No? I'd still take the Mazda Mike Fourie



I love the Mazda's pep, but the Corsa rounder

is a better all-Terence Steenkamp

up before topping the range with a fire-breathing OPC.

Mazda, on the other hand, offers buyers six models employing two powertrains and two transmission options. The 1,5 Active kicks off the range at R188 000 and, unlike the Corsa Essentia, does have air-con and audio, but sacrifices two airbags. Next up is this 1,5 Dynamic. It boasts the same 83 kW/145 N.m naturally aspirated SkyActiv engine and adds a bucketload of goodies to the cabin. R11 400 more buys you a six-speed automatic transmission. Introducing a number of design changes is the 1,5 Individual, also offered in manual (R211 400) and automatic (R222 800) guises. Topping the range is the sole diesel option, the 77 kW/250 N.m Hazumi Auto at R259 900.

FROM TOP: Corsa's cab-forward desian is restrained, while the 2's long nose gives it a more rakish air; their engines couldn't be more different ... Opel's (RIGHT) is much nicer.

DESIGN, OUTSIDE AND IN

Visually, the Corsa offers few surprises. Opel claims serial buyers of its city hatch preferred the tested formula to remain, thank you very much, and so the company has refined the design slightly and added a heated windscreen. Yes, that's as revolutionary as it gets. However, that doesn't mean the Corsa is unattractive – far from it – but because it has retained a number of the outgoing version's body parts (the glasshouse, pillars and roof are the same), the result is a hatchback that may find itself

slipping by unnoticed in this crowded segment.

Despite this conservatism, there are stylish elements, including OPC-like 16-inch alloy wheels, bright boomerang-shaped daytime-running lamps and a large, oval-shaped exhaust end-piece.

Inside, the evolutionary theme continues. From the classy instruments to the subtle application of brightwork on the facia and steering wheel, the Corsa exudes restrained class. Perceived quality is some of the best we've experienced

in this segment; the thickly padded dashboard is especially good. But the Opel doesn't earn full marks in this regard – at this price level, a polyurethane steering wheel instead of one covered in leather is questionable, while the air-con controls look and feel cheap.

Both vehicles' front seats were criticised – the Corsa's has too much lumbar support on the lower back, while the Mazda's pews are too narrow and taper away sharply – but the Opel's rear bench drew only compliments; it bests the Japanese

vehicle's rear-legroom figure by 15 mm despite the Mazda having the longest wheelbase in this class. Aiding this sense of C-segment-aping space is a generous amount of headroom all-round. Finally, the Corsa has more luggage room whether its rear seats are fixed or folded.

Countering the Opel's restraint with one of the most attractive designs in the class, the Mazda looks youthful when viewed from the front, back or in profile. The spade-design grille is surrounded by chrome trim that flows into large headlamps sit-

ting below swoops that extend into the front door handles. Here they're joined by another set of swoops that culminates in the taillamps, the latter of which are also connected by a crease... It's a busy design, but it hangs together nicely. Only the 15-inch wheels look a tad lost in the pronounced wheelarches.

Inside the Mazda, the carmaker's Kodo design language finds expression in a fighterplane instrument layout flanked by two rotary air vents. The second central vent forms part of the chromed strip that spans the rest of the facia. Underneath this section runs a gloss plastic panel that sits atop air-con controls that feel heftier than those of the Opel. In fact, the entire cabin has a very solid, goodquality feel despite the absence of soft-touch surfaces (besides those on the door armrests). We also really like the infotainment system that is controlled by a chunky rotary knob on the transmission tunnel.

As mentioned, the 2 has less room in the rear than the Corsa, but it's still entirely acceptable considering the compact exterior dimensions.

UNDER THEIR HOODS

A point of further differentiation between these two rivals is the powertrains that nestle under their bonnets.

The Opel employs a brandspanking-new 999 cm³ turbocharged triple that develops 85 kW and 170 N.m from a mere 1 800 r/min. It's the highlight of the Corsa package. Despite weighing almost 200 kg more than the Mazda, the Opel got to the 100 km/h marker in less time and less noisily. In fact, this engine is one of the quietest in the class.

We were less impressed with the notchy shift action of the new six-speed manual gearbox. Less rubbery than before, it's





FROM TOP: Corsa's seating position is more upright, but Intellilink placed too low; Mazda feels more hunkered down and its infotainment system is better sited.

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still not as slick as it should be.

The gearbox in the Mazda, however, is a triumph. Short throws, a delightful mechanical feel and a tactile gearlever conspire to make shifting great fun, especially at town speeds.

And lots of shifting you'll do. This is the umpteenth Mazda we've tested that uses the company's much-touted SkyActiv technology to middling effect. There are sound reasons why the market has embraced downscaling and forced-induction, leaving the Japanese company to lag behind the class best in terms of its petrol powertrains.

There's nothing much wrong with the 2's straightline speed - its was barely slower than the Opel to 100 km/h despite a 25 N.m torque deficit on an engine that's 50% larger - but overtaking acceleration is sluggish. The Corsa sped from 40 to 80 km/h in third gear in 6,09 seconds; the Mazda needed 8,36 seconds. These gaps got progressively larger as the speed upped. In fifth gear, the Opel got to 120 km/h from 80 in just 12,21 seconds ... the Japanese vehicle took 22,04 seconds to

perform the same sprint. You get the picture.

ON THE ROAD

The Mazda immediately claws back points once it hits a swoopy road. It's a joy to chuck about, feeling tippy-toes light and steering with real fluency. The brake pedal is firm underfoot (though the disc/drum setup performed poorly during our emergency-braking test procedure) and body control is better than that of the Corsa.

There's some trade-off in terms of bump absorption, the Mazda dealing with lumpy tarmac a touch too abruptly at times. However, overall damping is good, with the ride never fully deteriorating.

Where the Mazda relishes a mountain pass, the Corsa excels on rutted roads where the soft suspension setup absorbs all but the worst scars. The steering is entirely devoid of feel but weighting is decent (a selectable city mode removes just about all resistance) and the body leans heavily on the loaded front wheel when cornering. Will Corsa buyers

mind? Probably not. What they will appreciate is the quietness of the cabin at freeway speeds and how the engine's combustion process never intrudes. It has the measure of the noisier Mazda and most other rivals.

WHAT YOU PAY FOR

In terms of spec, there are very slight differences between the two cars. The Mazda has electric windows all-round and the touchscreen system, while the Corsa counters with four additional airbags and ESC. Both vehicles have Bluetooth and USB functionality on their audio systems (yes, even on the Corsa's touchscreen-free standard setup), trip computers and remote audio controls. Their service plans extend to three years (Opel caps the Corsa's at 60 000 km), and the German's warranty runs two years longer.

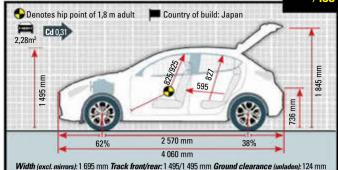
TEST SUMMARY

Appointing a winner in this test proved far more difficult than we had expected. Taking an early lead during the two weeks we spent evaluating these vehicles, the Mazda draw compliCorsa (RIGHT) looks most like the previous version from the rear. Few people would mistake the 2 for its predecessor thanks to the edginess of the Kodo-led design.

ments all-round. CAR's testers enthused about its on-road manners, design and competitive price.

However, in voting the Corsa just clinched it, despite costing more. Not outstanding in any area save its powertrain, the Opel nevertheless performed most tasks with an easy-going nature that eventually garnered muted respect and admiration. It isn't exciting in the mould of the Mazda, but its charismatic engine, refinement, excellent ride and large cabin eventually held more sway when it came time to commit scores to paper.

So where does that leave the Mazda? There's little doubt it's let down by its engine. However, if you can live with the rowdy 1,5-litre, you're buying a boisterous little hatchback boasting healthy doses of character at a price that undercuts those of inferior vehicles.



| SPECIFICAL | IUNS |
|--------------------|--------------------------|
| ENGINE: | |
| Cylinders | four, inline, transverse |
| Fuel supply | electronic direct fuel |
| | injection, petrol |
| Bore/stroke | 74,5/85,8 mm |
| Cubic capacity | 1 496 cm ³ |
| Compression ratio | 12,0 to 1 |
| Valvegear d-o-h-c, | four valves per cylinder |
| ENGINE OUTPUT: | |
| Max power ISO (kW) | 82 |

| Max power ISO (kW) | 82 |
|-----------------------------|-------------|
| Power peak/Red line (r/min) | 6 000/6 500 |
| Max torque (N.m) | 145 |
| Torque peak (r/min) | 4 000 |
| TDANGMICCION- | |

| TRANSMISSION: | |
|--------------------|------------------|
| Туре | six-speed manual |
| 1st gear /2nd gear | 3,58/1,90 to 1 |
| 3rd gear/4th gear | 1,29/0,97 to 1 |
| 5th gear/Top gear | 0,80/0,65 to 1 |
| Reverse gear | 3,45 to 1 |
| Final drive | 4,11 to 1 |
| Drive wheels | front |
| Driver aids | none |
| | |

| AATITION WIND I LINDS | • |
|-----------------------|-----------------------|
| Tyre make | Dunlop Enasave EC300+ |
| Tyre size | 185/65 R15 |
| Spare - type and lo | cation space-saver, |
| | under heet heard |

| BRAKES: | |
|---------------|------------------------------|
| Front | 258 mm ventilated discs |
| Rear | 200 mm drums |
| Hydraulics | ABS with EBD and EBA |
| STEERING: | |
| Tune real and | ninian algotria nowar againt |

| Type rack and pinion, electric | oower assist |
|--------------------------------|--------------|
| Lock to lock | 2,9 turns |
| Turning circle diameter | 9,4 m |
| SUSPENSION: | |
| | |

| Front | MacPherson struts, coil springs, anti-roll bar |
|-------|---|
| Rear | torsion beam, coil springs |
| | |

| CAPACITIES: | |
|------------------------|-------------------------|
| Seating | 5 |
| Fuel tank | 44 litres |
| Boot/utility space | 200/816 dm ³ |
| Homologated tow rating | (unbraked) 450 kg |
| WARRANTY AND SERVICE | INTERVALS: |

| 3-year/unlimited warranty |
|-------------------------------|
| 3-year/unlimited service plan |
| Service every 15 000 km |
| PARTS PRICES (incl. VAT)*: |

| Oil filter | R167,80 |
|-----------------------------------|------------|
| Air filter | R172,95 |
| Left headlamp | R5 907,97 |
| Left rear tyre | R765.00 |
| Windscreen | R2 913,00 |
| Brake pads (front set) | R543,29 |
| Cambelt / chain (incl. tensioner) | R2 521,11 |
| Total parts basket | R12 991,12 |

*Prices as recommended by manufactures

FEATURES Airbags: front Air-con: manual Audio system: radio/CD/MP3/aux-in/ CHECKLIST

Bluetooth/voice control/SD Cruise control: no Sat-nav: no Park assist:
no Windows: all-electric Trip computer: standard Driver seat adjust:
manual incl. height Folding rear seat: 60:40 split Upholstery: cloth Isofix anchorages: outer
rear Steering adjust: rake + reach Steering audio controls: standard Tyre sensors: no Wipers auto-on: no Headlamps auto-on: no

TEST RESULTS

| MAXIMUM SPEED (| km/h): | | | |
|--------------------|--------|-------|---------|-------|
| Manufacturer's fig | | | | 188 |
| Speedo calibration | า 60 | 80 | 100 | 120 |
| True speed | 58 | 78 | 97 | 116 |
| Odometer error | | | 0,84% ι | ınder |
| ACCELERATION (sec | onds): | | | |
| 0-60 / 0-80 / | 0-100 | / 0-1 | 20 / 0 |)-140 |

| 0-60 | / 0-80 / | 0-100 | / 0-120 | / 0-140 |
|--------|-----------|----------|------------|---------|
| 5,06 / | 7,80 / | 11,61 | 16,33 | 23,14 |
| OVERT | AKING ACC | ELERATIO | N (seconds | 3): |

| | 3rd | 4th | 5th | 6th |
|--------------|---------|------|-------|-------|
| 40-60 | 4,00 | 5,97 | 9,11 | 23,91 |
| 60-80 | 4,36 | 5,98 | 8,70 | 13,45 |
| 80-100 | 4,50 | 6,55 | 9,86 | 15,40 |
| 100-120 | 4,68 | 7,80 | 12,18 | 21,42 |
| 120-140 | - | 8,63 | 16,02 | 31,15 |
| FIJEL CONSUM | /PTION: | | | |

| FUEL CONSUMPTION: | |
|-----------------------|--------------------|
| Manufacturer's figure | 5,50 litres/100 km |
| CAR fuel index | 6,60 litres/100 km |
| Fuel route | 6,00 litres/100 km |
| Estimated tank range | 667 km |
| Taxable CO rating | 130 a/km |

BRAKING TEST:

| 10 stops from 100 km/h measured in se | conds. |
|---------------------------------------|--------------|
| Best/worst stop | 3,17/3,56 |
| Average of 10 stops/rating | 3,35/average |
| Average stopping distance | 45,73 m |
| GEARED SPEEDS (km/h): | |
| | |

| OLKINLD SI LLDS (KIII/II). | | | | |
|----------------------------|------------|------------|-----------|--|
| 1st gear | /2nd gear | /3rd gear | /4th gear | |
| 46* 50 / | 87* 95 | 129* 139 / | 171* 185 | |
| 5th gear | / 6th gear | | | |
| 208* 225/ | 255* 277 | | | |

(Calculated at engine power peak* 6 000 r/min and at red line 6 500 r/min)

PERFORMANCE FACTORS:

| Power/mass (W/kg) | 81 |
|---|-------|
| Power/litre (kW/litre) | 55 |
| Torque/litre (N.m/litre) | 97 |
| Engine speed (at true 120 km/h in top gear (r/min)) | 2 819 |
| Mass as tested (kg) | 1 014 |
| TEST CONDITIONS: | |

Altitude at sea level Ambient temp/barometric press 27° C/1 018 hPa Test car's odometer 958 km

ENGINE SPEED POWER AND TOROUG 200 180 100 60 40

PDenotes hip point of 1,8 m adult Country of build: Spain Cd 0,32 2.33 m² 1 883 r 610 481 2 510 mm 4 021 mm Width (excl. mirrors): 1 746 mm Track front/rear: 1 462/1 454 mm Ground clearance (unladen): 130 mm

SPECIFICATIONS

| ENGINE: | | |
|--------------|----------------------|---------------------|
| Cylinders | three, inlin | e, transverse |
| Fuel supply | electronic direct f | uel injection, |
| tu | irbocharged, interd | |
| Bore/stroke | | 74,0/77,4 mm |
| Cubic capac | ity | 999 cm ³ |
| Compression | | 10,5 to 1 |
| Valvegear of | l-o-h-c, four valves | s per cylinder |
| ENGINE OUT | PUT: | |

| ENGINE OUTPUT: | |
|-----------------------------|-------------|
| Max power ISO (kW) | 85 |
| Power peak/Red line (r/min) | 5 000/6 500 |
| Max torque (N.m) | 170 |
| Torque peak (r/min) | 1 800 |
| TRANSMISSION: | |

| Туре | six-speed manual |
|-------------------------------|--------------------------------|
| 1st gear /2nd gear | 3,92/2,29 to 1 |
| 3rd gear/4th gear | 1,56/1,17 to 1 |
| 5th gear/Top gear | 0,93/0,76 to 1 |
| Reverse gear | 3,83 to 1 |
| Final drive | 3,88 to 1 |
| Drive wheels | front |
| Driver aids ESC (Electronic S | Stability Control), hill start |
| | |

| Dilvei alas L | OO LIBUUUIIU SIA | ibility control, till start |
|---------------|------------------|-----------------------------|
| WHEELS AND | TYRES: | |
| Tyre make | Continental (| ContiEcoContact 3 |
| Tyre size | | 195/55 R16 |
| Spare – type | and location | space-saver, |
| | | under boot board |

RDAKES

| DIMINID. | |
|---------------------|-----------------------------|
| Front | 284 mm ventilated discs |
| Rear | 264 mm solid discs |
| Hydraulics | ABS with EBD |
| STEERING: | |
| | nion, electric power assist |
| Lock to lock | 2,8 turns |
| Turning circle diam | neter 9,6 m |
| SUSPENSION: | |
| 2021 211210111 | |

| Front | MacPherson struts, coil springs, |
|------------|----------------------------------|
| | anti-roll bar |
| Rear | torsion beam, coil springs |
| CADACITIES | 5 |

| CAPACITIES: | |
|----------------------------|-------------------------|
| Seating | 5 |
| Fuel tank | 45 litres |
| Boot/utility space | 208/824 dm ² |
| Homologated tow rating (un | braked) 550 kg |
| WARRANTY AND SERVICE INT | ERVALS: |

5-year/120 000 km warranty 3-year/60 000 km service plan Service every 15 000 km

| PARTS PRICES (IIICI, VAT J | |
|----------------------------|------------|
| Oil filter | R255,55 |
| Air filter | R227,51 |
| Left headlamp | R4 439,30 |
| Left rear tyre | R1 232,00 |
| Windscreen | R3 519,80 |
| Brake pads (front set) | R1 161,39 |
| Camchain (incl. tensioner) | R2 625,21 |
| Total parts basket | R13 460,76 |
| | |

*Prices as recommended by manufacturer

FEATURES
CHECKLIST
Windows: electric from time control: no Sat-nav: no Park assist: no Windows: electric from trip computer: standard Driver seat adjust: manual incl. height Folding rear seat: 60:40 split Upholstery: cloth_lsofix anchorages; outer rear Steering adjust: rake + reach Steering audio controls: standard Tyre sensors: no Wipers auto-on: no Headlamps auto-on: no

TEST RESULTS

| MAXIMUM SPEED | (km/h): | | | |
|-----------------------|----------|----|---------|-------|
| Manufacturer's figure | | | | 185 |
| Speedo calibration | n 60 | 80 | 100 | 120 |
| True speed | 56 | 76 | 95 | 115 |
| Odometer error | | | 1,02% ι | under |
| ACCELERATION (se | econds): | | | |

| иоопп | 111111111111111111111111111111111111111 | accontaaj. | | | | |
|------------------------------------|---|------------|----------------|-----------------|--|--|
| 0-60 | / 0-80 | / 0-100 | / 0-120 | // 0-140 | | |
| 5,38 | 7,97 | 11,47 | 16,10 | 25,50 | | |
| OVERTAKING ACCELERATION (seconds): | | | | | | |
| | | 3rd | 4th 5 | th 6th | | |

| | 3rd | 4th | 5th | 6th |
|-------------------|----------|------|----------|--------|
| 40-60 | 2,92 | 4,39 | 6,59 | 11,24 |
| 60-80 | 3,17 | 4,20 | 5,53 | 7,96 |
| 80-100 | 3,29 | 4,23 | 5,80 | 7,68 |
| 100-120 | 4,35 | 4,69 | 6,41 | 8,82 |
| 120-140 | - | 6,14 | 7,14 | 10,55 |
| FUEL CONSUME | PTION: | | | |
| Manufacturer's | s figure | 5,00 | litres/1 | 100 km |
| CAR fuel index | | 6,00 | litres/1 | 100 km |
| Fuel route | | 6,10 | litres/1 | 100 km |
| Estimated tank | range | | 7 | 750 km |
| Taxable CO_rating | | | 11 | 7 a/km |

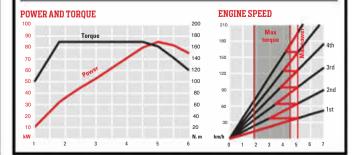
BRAKING TEST:

| 10 stops from 100 km/h measured in se | conds. |
|---------------------------------------|-------------|
| Best/worst stop | 3,14/3,3 |
| Average of 10 stops/rating | 3,22/averag |
| Average stopping distance | 44,88 г |
| GEARED SPEEDS (km/h): | |
| 4 | |

3rd gear / **4th gear** 94* 122 / 125* 163 1st gear 37* 49 2nd gear 64* 83 5th gear 6th gear 157* 205 193* 250 (Calculated at engine power peak* 5 000 r/min and at red line 6 500 r/min)

PERFORMANCE FACTORS:

| Power/mass (W/kg) | 70 |
|---|---------|
| Power/litre (kW/litre) | 85 |
| Torque/litre (N.m/litre) | 170 |
| Engine speed (at true 120 km/h in top gear (r/min)) | 3 114 |
| Mass as tested (kg) | 1 211 |
| TEST CONDITIONS: | |
| Altitude at se | a level |
| Ambient temp/barometric press 41° C/1 (|)22 hPa |
| Test car's odometer 10 | 042 km |





Outback 2,0 Diesel Lineartronic

The sixth-generation Outback introduces more refinement and sophistication than ever before

Price: R529 000 | 0-100 km/h: 11,49 secs | Power/Torque: 110 kW/350 N.m | Top speed: 195 km/h | CAR fuel index: 7,56 L/100 km | CQ; 165/km \



offering and crossover Forester and Outback options, the buyer profile of a Subaru owner across the current range couldn't be more divergent. One thing fans of this all-wheel-drive-focused Japanese manufacturer do share, however, is a fierce loyalty for the brand.

In WRX terms, it's a loyalty that regularly spills onto Internet forum discussions and debates (and the occasional drag strip), while at the other end of the showroom, models like the Forester and Legacy (including Outback) have over the years established a core global following that quietly scoffs at the idea of driving anything other than a raised-bodied, all-wheeldrive station-wagon powered

by a balanced boxer engine. The trouble Subaru has, of course – and particularly in markets with warm climates that don't necessarily warrant a permanently all-wheel-driven vehicle – is trying to expand this loyal customer base by drawing buyers from more established players in each market.

In the South African context, a model like the rugged Outback may not have too many direct rivals, yet considering its generous clearance, versatility and better-than-average offroad ability, Subaru would feel confident prospective SUV owners may also consider buying its newest model.

The reigning South African Tow Car of the Year, the outgoing Outback 2,0 Diesel Lineartronic, certainly provides a solid platform, especially from a marketing point-of-view, on

which to launch the seventhgeneration version.

Adding further rugged appeal to the package, the new Outback gains 20 mm in width, 25 mm in length and 13 mm worth of ground clearance (for a total of 213 mm) over the model it replaces. Standard 18-inch wheels, more liberal use of side cladding, adaptable roof rails as well as faux scuff plates front and rear add a sense of purpose. That said, the inclusion of LED lighting technologies in both the head- (on low beam) and taillamp units offsets this perceived

toughness with a welcome hint of sophistication.

Follow that hint and the reward is a freshly designed cabin that lifts Subaru to within touching distance of its German rivals. While some hard, shiny plastics remain lower down on the doors and facia, the fitment of plush material on touch panels more than makes up for their inclusion.

By far the most welcome interior upgrade over the outgoing model is an all-new infotainment and climate-control stack. Where solid-to-touch

temperature control dials add convenience to the dual-zone air-conditioning system, a new seven-inch touchscreen infotainment screen is one of the clearest and most user-friendly examples of this technology we've encountered.

There are some spec anomalies, however. Despite a healthy equipment tally, the Diesel model lacks its petrol-powered stablemates' electric adjustment on the passenger seat (but counters with heating elements in both seats) and 12-speaker Harman Kardon audio system.



A comfy and refined compromise between sensible estate and SUV Gareth Dean



Ideal for the outdoorsy family. Powertrain is frugal, but feels sluggish Nicol Louw



A pleasant surprise. Easily the most refined Subaru I've driven Ian McLaren



CLOCKWISE FROM BELOW: vastly improved cabin features touchscreen infotainment system; boxer diesel is the first of its kind locally; electric tailgate doesn't open particularly high.



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It also doesn't have automatic dimming on the rear-view mirror despite being the joint-most expensive Outback in our market. Lastly, its maintenance plan is 15 000 km shorter in span than that of the 2,5 and 3,6R.

Whether a result of the still-impressive standard equipment level or packaging, all who drove the new Outback commented how the otherwise capacious cabin somehow felt more compact than the figures suggest.

A (slow-to-operate) electric tailgate unlocks an impressive 376 dm³ worth of luggage area and conveniently flat 1 256 dm³ worth of utility space.

Given the aforementioned tow-car accolade, Subaru will feel confident its 110 kW/350 N.m 2,0-litre flat-four turbodiesel engine has what it takes to power the slightly heavier (around 50 kg) new Outback. But, despite it being mated with one of the finest examples of a continuously variable transmission we've experienced, there's a lack

of urgency off the line.

Of greater significance to potential Outback owners is the fact that this otherwise impressively refined diesel powertrain finally shakes the fuel-consumption handicap usually associated with permanent all-wheel-drive vehicles. Despite the larger dimensions and slight gain in mass, we matched the 7,6 litres/100 km average consumption fuel route figure achieved with the previous Outback 2,0 Diesel (January 2014).

Where the new car showed significant improvement over its predecessor in testing was in braking. The 2015 model (admittedly on different rubber and a larger profile wheel) achieved a "good" overall rating, while the previous example disappointed.

Going some way towards this improved braking performance

Wider front and rear tracks, together with a raised ride height, further improve the vehicle's offroad credentials.



Audi A4 Allroad Quattro 2,0 TDI AT Class-leading perceived build quality and impressive drivetrain. It's less capable than the Outback when the going gets tough, but more refined on-road where it counts most.

Subaru Outback 2,0 Diesel Lineartronic
The best of Subaru. Impressive allroad capabilities complemented by a refined
powertrain and fresh, solid interior. Masses of
passenger space.

Toyota Fortuner 3,0 D-4D 4x4 AT
Doesn't compete in terms of ride,
refinement or ultimate cruising ability, yet is
likely to go further off-road and is backed up by
an enviable Africa-wide dealer network.





is the inclusion of an altogether firmer suspension setup. Alongside notably wider tracks front (40 mm) and rear (60 mm), Subaru clearly identified a need to minimise body roll (as well as pitching under braking) in the new car. While these upgrades still struggle to manage 1 728 kg of shifting metal while potentially trying to keep pace with more nimble members of the Subaru family, at cruising speed they add a newfound sense of solidity and surefooted comfort to the package.

Of course, the true benefits of Subaru's impressive symmetrical all-wheel-drive system are evident once off the beaten

and poor braking performance. Sixteen months on and the new Outback is not only that much more robust and distinct on the road, but now boasts a significantly upgraded interior that looks, feels and operates with as much sophistication as the rest of the package.

That the braking performance, as well as overall ride refinement, is greatly improved in the new car is testament to the fact that even operating from an admittedly modest R&D budget, Subaru has endeavoured to find small yet significant margins in order to bring an already impressive product once two or three

/ The Outback feels as assured on gravel as it does on tarmac /

track. Here the Outback feels as assured on gravel as it does on tarmac. Available at speeds below 40 km/h, Subaru's Xdrive mode adjusts throttle, traction control, torque vectoring and braking inputs to a more off-road bias. In this mode, a hill-decent function is also available.

TEST SUMMARY

While lauding the decision to introduce the impressive boxer diesel engine to Subaru's flagship model, the road-test summary of the previous-generation Outback also commented negatively on a "tacky" interior

steps behind the competition instantly up to pace.

The presence of a Fortuner in the rivals panel of this road test says less about how capable, comfortable or luxurious the new Outback is compared with the Toyota, but more about the myriad obstacles Subaru faces in its quest to increase its fan base. The Outback represents a solid starting position from which to launch a sales conquest.

2,0-litre turbodiesel provides 350 N.m of torque between 1 600 and 2800 r/min. CVT is one of the finest examples we've driven.



🔂 Denotes hip point of 1,8 m adult 📜 Country of build: Japan 687 887 675 2 745 mm 4 815 mm Width (excl. mirrors): 1 840 mm Track front/rear: 1 575/1 580 mm Grou ce (unladen): 213 mm

SPECIFICATIONS

| FNGINE: | |
|---------|--|

Cylinders four, horizontally opposed electronic common-rail direct injection, turbocharged, Fuel supply intercooled, diesel

Bore/stroke 86 0/86 0 mm Cubic capacity 1 998 cm³ Compression ratio Valvegear d-o-h-c, four valves per cylinder ENGINE OUTPUT

Max power ISO (kW) Power peak/Red line (r/min) 3 600/4 400 Max torque (N.m) 1 600-2 800 Torque peak (r/min)

Туре CVT 3,51-0,58 to 1 Range Reverse gear 3,40 to 1 Final drive 4,11 to 1 Drive wheels Driver aids ESC (Electronic Stability Control), hill start

WHEELS AND TYRES: Bridgestone Dueler H/P Sport 225/60 R18 full-size alloy, Spare - type and location under boot board

BRAKES

316 mm ventilated discs Rear 286 mm ventilated discs Hydraulics ABS with EBD and EBA

STEERING: Type rack and pinion, electric power assist Lock to lock 2.75 turns Turning circle diameter

SUSPENSION MacPherson struts, coil springs, anti-roll bar multilink, coil springs, anti-roll bar Rear

CAPACITIES: Seating 65 litres Fuel tank Boot/utility space 376/1 256 dm³

Homologated tow rating (unbraked) 750 kg WARRANTY AND SERVICE INTERVALS:

3-year/100 000 km warranty 3-year/60 000 km maintenance plan Service every 10 000 km

PARTS PRICES (incl. VAT)*: Oil filter

R128,15 R247,39 Air filter Left headlamp R12 651,09 Left rear tyre n/a Windscreen R9 089,81 Brake pads (front set) R1 426,81 R4 111,52 Camchain (including tensioner) *Prices as recommended by manufacture

FEATURES
CHECKLIST

Airbags: front/side/curtain Air-con: dual-zone climate Audio system: radio/
CD/MP3/aux-in/USB/Bluetooth Cruise control: standard Sat-nav: no Park
assist: standard Windows: all-electric Trip computer: standard Driver seat

adjust: manual incl. height Folding rear seat: 60:40 split Upholstery: leather Isofix anchorages: outer rear Steering adjust: rake + reach Steering audio controls: standard Tyre sensors: no Wipers auto-on: standard Headlamps auto-on: standard

TEST RESULTS

| MAXIMUM SPEED (km/h): | | | | | |
|-------------------------|----|----|---------|-------|--|
| Manufacturer's figure | | | 195 | | |
| Speedo calibration | 60 | 80 | 100 | 120 | |
| True speed | 59 | 78 | 98 | 117 | |
| Odometer error | | | 1,19% ເ | ınder | |
| ACCELERATION (seconds): | | | | | |

0-80 7,59 0-100 11,49 OVERTAKING ACCELERATION (seconds):

| | AT |
|-----------------------|--------------------|
| 40-60 | 2,14 |
| 60-80 | 2,82 |
| 80-100 | 3,92 |
| 100-120 | 5,30 |
| 120-140 | 7,41 |
| FUEL CONSUMPTION: | |
| Manufacturar's figure | 6 20 litrog/100 km |

7,56 litres/100 km CAR fuel index Fuel route 7.60 litres/100 km Estimated tank range 860 km Taxable CO, rating 165 g/km

BRAKING TEST:

10 stops from 100 km/h measured in seconds 2,91/3,19 Best/worst stop Average of 10 stops/rating 3,00/good Average stopping distance 42,60 m GEAREN SPEERS (k

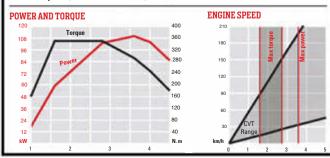
Low range High range (Calculated at engine power peak* 3 600 r/min and at red

line 4 400 r/min)

PERFORMANCE FACTORS:

Power/mass (W/kg) 55 175 Power/litre (kW/litre) Torque/litre (N.m/litre) Engine speed at true 2 157 120 km/h in top gear (r/min) Mass as tested (kg) TEST CONDITIONS

Altitude at sea level Ambient temp/barometric press 21° C/1 108 hPa Test car's odometer 760 km



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Mokka 1,4T Cosmo

The Mokka is the latest arrival to our shores from the rejuvenated Opel brand. Can it hold a candle to the sea of crossovers available in our market?

Price: R325 500 | 0-100 km/h: 10,05 secs | Power/Torque: 103 kW/200 N.m | Top speed: 193 km/h | CAR fuel index: 7,2 L/100 km | CO₂: 175/km \



OU are a young suburban couple with two small children. Your mode

of transport needs to perform daily chores of dropping off the kids, commuting to work and running errands. At the weekend, you like to lead an active lifestyle and indulge in outdoor activities such as cycling, hiking and surfing. Therefore, you're considering a crossover as your

next new-vehicle purchase. In CAR's Top 12 Best Buys for 2015 (see the March issue), we chose the Nissan Juke as the winner in the light SUV/crossover segment and the Ford Kuga in the compact SUV/crossover category. But what if you're looking for something in between? What's the ideally sized lifestyle vehicle for your requirements?

The crossover segment is one of the most buoyant of

the global automotive market. Such vehicles do not need to be all-wheel driven, but they're expected to offer ample ground clearance, a commanding driving position and additional space for their occupants and detritus. The Mokka, the latest salvo in Opel's new-model offensive, certainly fits the description and in terms of its dimensions and packaging, it bisects our Top 12 light and

compact crossover categories. The "newcomer" is not based on the Adam/Corsa platform, but rather on the GM Gamma II platform that underpins the Chevrolet Sonic. It was launched back in Europe three years ago and precedes the Adam and Corsa (which we test on page 70), but GMSA only recently decided to launch it on our shores.

From the outside, the Mokka's contemporary style defies its

Nissan Qashqai 1,2T Opel Mokka 1,4T Cosmo MATCH-UP Acenta > R311 600 price R325 500 R314 900 cvl/capac (cm3) 4/1 364 4/1 197 4/1 368 85/4 500 power (kW/r/min) 103/4 900 88/5 000 torque (N.m/r/min) > 190/2 000 215/4 500 200/1 850-4 900 gears/drive 6/F 6/F 6/F 0-100 km/h (secs) 10.9 est > 11,0 est **>** 10.05 max speed (km/h) > 193 185 **183** fuel index (L/100 km) > 7.2 7,4 > 8,4 272/1 144 > 296/1 144 luggage capac (dm³) > 208/952 S5/90 000 km M3/100 000 km serv/maint plan S5/90 000 km

Nissan Qashqai 1,2T Acenta
The Qashqai is approaching the SUV
segment in terms of interior and luggage space.
An accomplished vehicle with refinement and
style, at a price the Mokka cannot match.

Opel Mokka Cosmo 1,4T Manual
Scores highly in terms of refinement,
performance and space utilisation. In Cosmo spec,
the Opel's value for money suffers; similarly sized
competitors can be bought for less.

Fiat 500L 1,4 T-Jet Trekking
Boutique crossover styling (with added bite in Trekking specification) and a 1,4-litre turbopetrol engine, but offers more luggage and interior space than the Mokka. Untested.



Inside the cabin, there is a quality ambience, which is aided by leather upholstery and the dashboard's two-tonegrey colour scheme. Brushed aluminium inserts add further sophistication and fortunately there are no impractical piano-black surfaces. The facia, however, features a multitude of buttons and a central, nontouchscreen interface that remind us of previous-generation Opels. Satellite buttons for the

audio system and cruise control on the steering wheel do limit distraction, though.

The Cosmo specification is comprehensive and includes dual-zone climate control, heated seats, a reverse-view camera as well as auto lights and wipers, to name a few. It also includes a useful 230 V plug at the back so that rear passengers can charge their electronic devices. A plethora of storage spaces is provided in the form of a pair of cubbyholes and dual door pockets in all doors. Dual front, side and curtain airbags, plus electronic stability control, are standard safety features throughout the range.

The seating position is surprisingly high (which explains the Mokka's high roofline) and does instil a sense of driving a much larger SUV. Although the cabin feels roomy at first, the short overall length does impact on rear legroom (only 610 mm) and a small boot measuring 208 dm³ using our standard ISO block measuring technique. This is despite housing only a space-saver spare wheel under the boot board.

Unfortunately, the smallish luggage bay ultimately limits the Opel's practicality as a source of family transport. One road tester spent a weekend in the Mokka with his spouse and two small children, as well as their luggage on board, and remarked that, although the Opel was perfectly suited for running errands, it wouldn't have enough space to transport his family on a weekend away, at least not where self-catering accommodation was involved. That said, the second row (with a 60:40-split) folds down neatly and provides an almost flat loading space for larger articles when needed.

The Opel is powered by the familiar torquey 1,4-litre turbopetrol engine that delivers 103 kW and 200 N.m. It





Another solid offering that adds momentum to Opel's welcomed resurgence Steve Smith



Perfectly sized crossover for urbanites – pity about the price Nicol Louw



The Qashqai 1,2T is markedly better ... and more affordable Terence Steenkamp

ABOVE LEFT: practicality is aided by almost flat-folding seats resulting in 952 dm³ of utility space. OPPOSITE: fashionable design elicits many favourable comments from passersby.

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across the rev range, but sounds strained at higher engine speeds. On our test strip, the Mokka recorded a laudable zero-to-100 km/h time of 10,05 seconds, but the transmission does not like to be rushed. When you shift sedately, however, progress through the gears is smooth even though the action is rubbery. Braking performance was very impressive and the average stopping time of 2,98 seconds from 100 km/h scored

provides peppy performance

The ride, although mostly comfortable, is on the firm side for a front-wheel-driven compact family vehicle and the suspension sometimes transmits unwanted jolts to the cabin when the Opel traverses poorly maintained surfaces. This setup does limit body roll during cornering, however, and provides some dynamic driving fun relative to the constraints of a high centre of gravity. The Mokka is evidently designated for use on paved surfaces in the

an "excellent" rating.

/ The ride, although mostly comfortable, is on the firm side for a compact family vehicle /



main, but a short stint on a dirt road was handled with aplomb.

Our tested fuel route figure of 6,8 litres/100 km falls between the claimed fuel consumption and the CAR fuel index, which indicates that the Mokka is able to return favourable fuel consumption figures when driven economically. Opel offers a five-year/120 000 km warranty and a five-year/90 000 km service plan as standard.

TEST SUMMARY

Opel is a brand in ascendancy and, as with the Adam and Corsa, the Mokka demonstrates that General Motors is serious about restoring its Rüsselsheimbased brand to former glory. The newcomer is a refined vehicle that portrays an air of quality; whether Opel's entrant is the perfect-sized crossover depends on your usage profile. It will

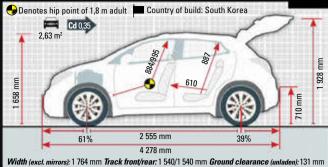
BELOW: handling ability decent, but rear legroom behind the class's best. OPPOSITE TOP: interior quality is good, but the layout is busy.

meet the needs of your family -as long as you don't venture too far away from home - and plusses include easy manoeuvring in congested urban spaces, the sense of security provided by a high driving position and spirited performance from the engine.

Our biggest concern regarding the product is its price. At R325 500, the Mokka faces very stiff competition in the form of larger vehicles such as the Oashgai, Ford Kuga, Toyota RAV4 and Mazda CX-5 that offer more space and practicality. If compact external dimensions are the main requirement, then similarly sized crossovers with almost comparative specification can be had from new for less than R300 000. This leaves the Mokka Cosmo 1,4T in a peculiar position, where it is in danger of appealing only to the dyed-in-the-wool Opel aficionados. As Opel's resurgence is still in its infancy, we are not sure how many fans will be quite ready to commit at this stage. Car







SPECIFICATIONS

| ENGINE: Cylinders Fuel supply | | multij | line, transverse point electronic |
|-------------------------------------|-----------|--------|--------------------------------------|
| | fuel inie | ction | , turbocharged, |
| | , | | ercooled, petrol |
| Bore/stroke | | | 72,5/82,6 mm |
| Cubic capacity | | | 1 364 cm ³ |
| Compression ra | atio | | 9,5 to 1 |
| Valvegear | | | d-o-h-c, four |
| | | valv | es per cylinder |

| ENGINE OUTPUT: | | |
|-----------------------------|-----|-----------|
| Max power ISO (kW) | | 103 |
| Power peak/Red line (r/min) | 4 | 900/6 500 |
| Max torque (N.m) | | 200 |
| Torque poek (r/min) | 1 1 | 050 4 000 |

| lorque peak (r/min) | |
|---------------------|--|
| TRANSMISSION: | |
| Tuno | |

| TRANSMISSION: | |
|---------------------|-----------------------------------|
| Туре | six-speed manua |
| 1st gear /2nd gear | |
| 3rd gear/4th gear | 1,48/1,07 to 1 |
| 5th gear/Top gear | 0,88/0,74 to 1 |
| Reverse gear | 3,82 to 1 |
| Final drive | 3,83 to 1 |
| Drive wheels | fron |
| Driver aids | ESC (Electronic Stability Control |
| TATTIFFT C AND TUDE | rc. |

| Tyre make | Continental |
|---------------------------|------------------|
| Conti | PremiumContact 2 |
| Tyre size | 215/55 R18 |
| Spare – type and location | |
| | under boot board |

| RAKES: | |
|-----------|-------------------------|
| ront | 300 mm ventilated discs |
| ear | 268 mm solid discs |
| ydraulics | ABS |
| TEERING: | |

Type rack and pinion, electric power assist Lock to lock 2,75 turns Turning circle diameter SUSPENSION

Front MacPherson struts, coil springs, anti-roll bar

Rear torsion beam, coil springs CAPACITIES: Seating

52 litres Fuel tank Boot/utility space 208/952 dm³
Homologated tow rating (unbraked) 500 kg WARRANTY AND SERVICE INTERVALS:

5-year/120 000 km warranty 5-year/90 000 km service plan Service every 15 000 km

PARTS PRICES (incl. VAT)*: Oil filter R160 30 R272,75 Left headlamn R2 318 28 Left rear tyre Windscreen R3 874.64 Brake pads (front set) R1 347,55 Camchain (incl. tensioner R1 676 82

Total parts basket *Prices as recommended by manufacturer

Airbags: front/side/curtain Air-con: dual-zone climate Audio system: radio/ CHECKLIST

CD/MP3/aux-in/USB/Bluetooth Cruise control: standard Sat-nav: no Park assist: standard Windows: all-electric Trip computer: standard Driver seat adjust: manual incl. height Folding rear seat: 60:40 split Upholstery: leather Isofix anchorages: outer rear Steering adjust: rake + reach Steering audio controls: standard Tyre sensors: no Wipers auto-on:

TEST RESULTS

| MAXIMUM SPEED (1 | m/h): | | | |
|--------------------|--------|----|---------|-------|
| Manufacturer's fig | | | | 193 |
| Speedo calibration | 60 | 80 | 100 | 120 |
| True speed | 59 | 79 | 98 | 118 |
| Odometer error | | | 0,35% ι | ınder |
| ACCEL EDATION (con | onda). | | | |

standard Headlamps auto-on: standard

0-80 0-100 0-120 6,64 / 10,05 OVERTAKING ACCELERATION (seconds):

| | 3rd | 4th | 5th | Top |
|---------------|--------|------|------|-------|
| 40-60 | 3,48 | 5,94 | 8,95 | 13,18 |
| 60-80 | 3,15 | 4,95 | 6,59 | 9,34 |
| 80-100 | 3,19 | 4,87 | 6,66 | 8,53 |
| 100-120 | 3,77 | 5,25 | 7,68 | 10,36 |
| 120-140 | 5,28 | 6,45 | 9,89 | 15,08 |
| FITEL CONSTIM | PTION: | | | |

| Manufacturer's figure | 6,00 litres/100 kn |
|--------------------------------|--------------------|
| CAR fuel index | 7,20 litres/100 kn |
| Fuel route | 6,80 litres/100 kn |
| Estimated tank range | 722 kn |
| Taxable CO ₂ rating | 175 g/kn |

BRAKING TEST:

10 stops from 100 km/h measured in seconds 2.88/3.18 Best/worst stop Average of 10 stops/rating 2.98/excellent Average stopping distance 40,02 m

GEARED SPEEDS (km/h):

1st gear | 2nd gear | 3rd gear | 4th gear | 38* 50 | 69* 92 | 110* 146 | 152* 201 /6th gear 5th gear

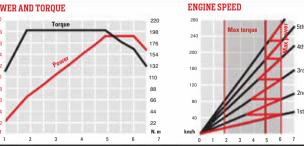
185* 245 219* 291 (Calculated at engine power peak* 4 900 r/min and at red line 6 500 r/min)

PERFORMANCE FACTORS:

| Power/mass (W/kg) | /4 |
|---|---------------|
| Power/litre (kW/litre) | 76 |
| Torque/litre (N.m/litre) | 147 |
| Engine speed at true 120 km/h in top gear | (r/min) 2 679 |
| Mass as tested (kg) | 1 392 |
| TEST CONDITIONS: | |

| Altitude | at sea leve |
|-------------------------------|-----------------|
| Ambient temp/barometric press | 23° C/1 013 hPa |
| Test car's odometer | 1 534 km |
| | |

POWER AND TORQUE



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WONDROUS

WELTER WAGON

Volvo's XC60 is the Swedish manufacturer's best-selling vehicle. Throughout the past 12 months, we found out why

BY: Wilhelm Lutjeharms 🕒 WilhelmL_CARmag 🗎





THE PROS AND CONS

What we liked

Level of practicality and equipment Space and comfort Good ride quality

What we disliked

Torque steer when you push hard Slight vibration on brake pedal when wipers are activated

What you think

"The XC60 feels like a vehicle you can drive from Johannesburg to Cape Town and back without a break. There is just one thing I dislike about the XC60 and that is the suspension. I find it too hard."

Coen van Roon

"It has been the best Volvo by far and is still beautiful and sprightly. However, break down in Jozini and another world of paralysis and red tape opens up."

Kathy Hurly



Watch Wilhelm's video review of the Volvo XC60 at CARmag.co.za

TOP: the XC60 on one of its trips through the Cape Peninsula. ABOVE: the XC60's driving position is near-perfect, aided by a wide range of steering-column adjustment. OPPOSITE: vertical light clusters give the Volvo a distinctive rear aspect.





URING the past decade, SUVs (of all shapes and sizes) have become ubiquitous in South Africa. In fact, the emergence of a rash of smaller SUVs and crossovers have seen off-road inspired vehicles effectively bridge the gap between compact sedans and hatchbacks, and larger SUVs. Having driven bakkies as longtermers before the XC60's arrived, I was looking forward to the comfort and luxury that a car of the Volvo's size and price could offer, not to mention its refined turbopetrol motor's added power and torque.

As some of you will know, for reasons of efficiency and cost saving, Volvo is concentrating its efforts on the development of four-cylinder engines. The test unit was powered by one of the higher-output versions of the new Drive-E powerplant – a T5 turbopetrol that produces 180 kW and 350 N.m.

Owing to its size and colour, my good-humoured colleagues

quickly nicknamed the XC60 "The Fridge", yet I appreciated the smaller design details – particularly the way the rear lights clad the rear pillars. The size of the vehicle was also ideal. It's not as large as the new XC90, for example, but offers more than enough space for four adults and their luggage.

During its 20 000 km evaluation, when it wasn't used for commuting, the Volvo made several weekend trips to the West Coast and other areas in the Western Cape, as well as ferrying the author and three adults on a week's holiday. The latter was the ideal trip to put the XC60 through a thorough test and, with four onboard and luggage packed to the roof, the Volvo performed effortlessly.

On the N2 heading to Nature's Valley, the T5's flexible power delivery made overtaking a cinch. Even though the Swede was carrying a much heavier load than usual, it still handled impressively well and the cargo net did a perfect job of keeping



our holiday luggage in place.

The layouts of the facia and instrument cluster are typical of a Volvo - elegant and minimalistic. The only small challenge was operating the top right knob on the facia to scroll through the infotainment system's menu. If you are used to the chunkier controls of other manufacturers' cars, it can be tricky to navigate the system. The integral 10 Gb hard drive (which I filled with my favourite music files) was a regular source of entertainment.

Fortunately, Volvo resisted the temptation to equip this model with low-profile rubber and opted to fit 18-inch wheels shod with 235/60 tyres. This definitely flattered the Volvo's overall ride quality: the XC60's suspension relayed vibration to the cabin only when traversing sharper road imperfections and average gravel roads could be negotiated with confidence.

On tar, the Volvo handled predictably thanks to excellent road holding and body control. When driven enthusiastically, the XC60's front wheels would sometimes be overwhelmed by the motor's liberal torque delivery and induce torque steer (especially when trying to leave a junction in a hurry), but that did not happen too frequently. Besides, the Volvo's not suited to such driving behaviour...

This test unit was fitted with



the optional Sport Pack, which notably included an electrically operated tailgate - definitely not a necessity, but a welcome luxury feature nonetheless. Front and rear park assist – a technology that's becoming increasingly handy when docking an SUV in crowded parking lots or confined residential parking spaces - was also fitted. That familiar beeper and rear-camera assistance is essential if you prefer to keep your car scratch free.

At around the 15 000 km mark, a message from the XC60's trip computer requested the Volvo received a 500-ml oil top-up. The owner's manual (recorded on the car's harddrive) specified what type of oil should be added; however, I could get it only from a dealership as no filling stations had

this specific grade of oil (which is not that uncommon in contemporary vehicles).

Somewhat surprisingly, at around 17 000 km, the computer indicated that the vehicle needed to be serviced. Given that the service was supposed to happen only at about 20 000 km, I waited a couple of weeks - but that was a mistake.

Why? At the time, two Volvo dealerships in the Western Cape had closed their doors and the greater Cape Town area, as well as surrounding towns, had to rely on the service of a single dealership. And that meant that an appointment could be booked in CMH Volvo Cars Cape Town for only four weeks later.

The XC60 was booked in on a Monday and we decided to give

ABOVE: thanks to appreciable ground clearance and 235/60 tyres, the Volvo excelled at light off-road trips. LEFT: rear seats offer good legroom, even for the author who is 1,87 metres tall.

PARTS PRICES (including VAT) Oil filter: R228,00

Air filter: R359,00 **Brake pads (front):** R1 459,00 Left headlamp: R5 426,00 Windscreen: R3 716,00 ECU: R11 000,00

COSTS

Purchase price when new: R501 700 Present purchase price: R539 200 Second-hand values: From R452 000 Fuel and top-up costs: R24 603,68 Cost per kilometre: R1,23

LOGBOOK Test duration: 12 months Distance covered: 19 996 km Fuel used: unleaded Best fuel cons: 8,51 L/100 km Worst fuel cons: 11,69 L/100 km Avg fuel cons: 9,9 L/100 km Top-up oil used: 500 ml Tread remaining: 69/88% (f/r)





the busy dealer a few days to perform the service. However, when I arrived *three* days later to collect the vehicle, it wasn't ready because the service staff had begun working on the XC60 only the day before.

Fortunately, I didn't need the Volvo that week and, while its understandable that the workshop was overstretched, the communication from its staff was poor. Still, the service was carried out to the letter and selected software programmes were updated. The service staff even detected two small windscreen chips, which were repaired at minor cost.

Other than that hiccup, the Volvo ran faultlessly. It gave me a low coolant level message – even after I added distilled water to its reservoir. Then, the message suddenly disappeared.

TOP LEFT: generous utility space for weekend gardeners. LEFT: electric tailgate included in the optional Sport Pack. BELOW: slick facia design; hard-drive equipped infotainment system was a boon.

TEST SUMMARY

Having spent one year and 20 000 km with an SUV, I now totally understand why vehicles of its type have such a following. They are practical, comfortable, spacious and, if you pick the correct engine and transmission combination and temper the inputs from your right foot, fuel consumption can be quite acceptable. It's no wonder the XC60 is the brand's best-selling car: in fact, the range is doing so well that Volvo started manufacturing it in China last year.

What also counts in its favour is that the XC60 doesn't pretend to be anything it isn't. It is not the most dynamic SUV in its sector, but then it has never claimed to be that; instead, it focuses on being an accomplished all-rounder.

Furthermore, having driven the impressive new XC90 very recently (page 34), I'm confident Volvo's on the up. The newcomer illustrates what we can expect from Volvo in the next couple of years, including the next-generation XC60...



CARmag.co.za MAY 2015 CAR 87



Can a commuter bike be fun to ride outside city confines?

RIDER: Nicol Louw (NicolL_CARmag

magazine – what do motorcycles have to do with cars? It's a question we're sometimes asked and the simple answer is that many car owners, for a variety of reasons, also own motorbikes. Most often, they're off-road adventure bikes or commuter ones like this pearl-white Honda NC750X (R87 490).

The 745 cm³ engine powering the bike actually started life as half-a-Honda-Jazz engine. The parallel twin now has a 270-degree firing order and delivers 40 kW and 68 N.m of torque. This was a brave move by the engineers at Honda and their sole aim was to provide a bike that would be efficient and easy to ride – the perfect ingredients for a commuter bike.

The NC750X's styling is a good deal more exciting than that humble commuter tag would suggest. The high stance and wide bars mimic those of enduro bikes, while the headlamp and flowing plastic body panels add a futuristic touch. The fuel tank is actually under the seat, which frees up space under the "traditional tank" for a full-face helmet. Safety is provided in the form of ABS.

I decided to explore the West Coast on the NC's maiden voyage and left home before sunrise for a 300 km ride. The quiet exhaust system did not wake any neighbours and I immediately felt comfortable on the bike. The riding position is upright and provides an excellent vantage point in traffic, with the wide bars making

directional changes easy.

After a photoshoot in Melk-bosstrand, I pointed the bike in the direction of Yzerfontein and Langebaan. Although the Honda is aimed at commuting, it is good to know that we will be able to conduct longer rides and still have some fun. The small screen provides wind protection and the bike sits comfortably at the national speed limit.

I did find, however, that the engine is no fireball and you can easily hit the low rev limit of 6 500 r/min during overtaking. The advantage, though, is fuel efficiency and the bike consumed only 4,7 litres/100 km

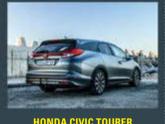
on the way to Langebaan. A strong headwind and enthusiastic riding on the way back pushed the average fuel consumption into the fives, but it is clear that the bike will be a strong contender in any fuel-economy run.

We're looking forward to our six-month tenure with the bike and plan to not only commute, but also test its all-round ability. For example, just before this issue went to print, the bike managed a stint of dirt-road riding to Grotto Bay. Also keep a look-out for some aftermarket additions in the form of a top box and a slip-on exhaust.



AFTER 1 MONTH

We like: practicality, comfort, ease of riding We don't like: limited engine-speed range



HONDA CIVIC TOURER

1,8 EXECUTIVE 3 months | 4 913 km | 9,65 L/100 km The Tourer has finally been given a nickname. "Spaceship" is very fitting because the vehicle is both spacious and futuristic in design





RENAULT MÉGANE 97 KW TURBO GT-LINE

8 months | 8 863 km | 7,81 L/100 km Indicator signalled a 10 000 km service, but on arrival at Renault service centre was informed that it actually takes place at 15 000 km. Service indicator reset - Gareth Dean



JEEP CHEROKEE 3.2 V6 4x4 LIMITED

3 months | 7 834 km | 13,22 L/100km The Jeep's been doing sterling duty ferrying my kit and I to various mountain-bike races around the country. The only grumble is the fuel economy; it's gone up from

11,2 litres/100 km - Steve Smith

JOINING THE **FLEET SOON INFINITI Q50**

HYUNDAI i20





ISUZU KB300 D-TEQ

LX 4x4 DC 8 months | 12 901 km | 9,85 L/100 km We had to loosen the canopy and shift it slightly backwards to stop it touching the cab – a fairly easy operation - Peter Palm



VOLKSWAGEN CROSS CADDY 2.0 TDI

4 months | 10 903 km | 8,08 L/100km The "Green Mamba" again proved itself an ideal weekend car, with the willing turbodiesel easily handling seven people, luggage, surfboards and a roof box



MAZDA3 HATCH 2,0 ASTINA AT

2 months | 1 303 km | 9,28 L/100 km You appreciate the Astina's rearview-camera-and-PDC combo most when you're cranking your neck while trying to alley dock in lesser-specced C-segment hatchbacks

Mike Fourie



DO YOU OWN ONE OF THESE CARS?

If so, we'd like to know what you think. Email us at car@ramsaymedia.co.za

Don't forget to read regular updates at CARmag.co.za and CARmagblog.co.za



VW GOLF 1,4 TSI **COMFORTLINE DSG**

DRIVER: Terence Steenkamp (§ Terence_Stp



AS the Golf nears its scheduled 15 000 km service and enters its final three months at CAR, it continues to be a star player in the long-term team.

Besides the Bluetooth system occasionally failing to recognise my iPhone 5S – a common problem with this handset model, it seems – and sluggish pull-away mentioned before, it rarely puts a foot wrong.

It's had to fight harder than ever for my affections, however, thanks to the arrival of deputy editor Mike Fourie's Mazda3. That vehicle is a dynamic giant; it steers fluidly, keeps body movements deftly in check and yet rides with a level of plaincy that even the Golf on its higher-profile tyres occasionally fails to match.

The Golf counters with bet-

ter refinement, a nicer engine - the Mazda simply doesn't have enough torque low down - and transmission, and richer material quality. In fact, the build integrity of the cabin has remained steadfast even after countless trips to the hardware store, adventures to Stilbaai (where the above photo was taken by friend Peter Olivier) and back, and heavily loaded to-and-fro jaunts during two house moves.

Following its pamper session at Cape City VW, it will hit the N2 for a trip to the Eastern Cape and back before departing for VW's headquarters in Uitenhage. The mere thought of bidding it farewell has me annoyed. Let's see whether Fourie feels the same when his Mazda's tenure is up.

20 000 7,91 L/100 km 14 559 km

AFTER 9 MONTHS

We like: quiet cabin. flawless finish

We don't like: can feel a touch stodgy compared with sportier rivals

MAY 2015 CAR 89 CARmag.co.za

TEST

IN OUR





AUDI A7 SPORTBACK 3,0 BiTDI QUATTRO

DRIVER: Ian McLaren (3) IanM_CARmag

WITH the A7's 12-month test period nearing completion, it's time to take stock, plan final road trips and get the car looking as good as the day I took delivery of it. Unfortunately, this includes having a small knick in one of the alloy wheels repaired. Considering the not insignificant dimensions of the Sportback, however, I'm grateful that this is the only touch-up job required.

Having configured the vehicle with a light grey interior, I quickly realised TLC would be in order to keep it looking fresh. With this in mind, the efficient staff at the Ryan's Car Wash workshops in Cape Town were tasked with taking care of the car's interior. Light materials aside, I was surprised to note how quickly dirt

accumulates within a cabin and I now see myself regularly seeking out a professional cleaning service on other vehicles in the future.

Returning from an upcountry assignment, journalist Wilhelm Lutjeharms heaped praise on not only on the A7's cruising ability but also its gravel-road conquering Quattro AWD system. Average fuel consumption for this particular trip registered at an impressive 6,8 litres/100 km.

With the 15 000 km mark set to be reached while the vehicle was away from Cape Town, I arranged for the A7 to be serviced ahead of schedule at the brand-new Audi Centre Claremont. The car was clean and ready for collection after lunch on the same day.

AFTER 10 MONTHS

We like: styling, impressive powertrain We don't like: test-completion date fast approaching

TOYOTA 86 HIGH

ABSENCE certainly does make the heart grow fonder, as I recently discovered when DF 25 VY GP's keys were returned to me after a brief hiatus. The 86 unfortunately kissed the inside of the CAR garage-door post and had to be sent to the panelbeaters for a touch-up on the left-rear fender and bumper. The scratches went right though the paint finish and, because of the white hue, looked a lot worse than they actually were.

Speaking of that paint, the 86 has been picking up a lot of dirt due to the windy Cape summer. I've given up trying to hand wash the car myself and have resorted to putting the local car wash employee's kids through college. It's become a near weekly exercise.

DRIVER: Kyle Kock (KyleK_CARmag

All the time I spend at the car wash has made me appreciate the electrically folding side mirrors because I'm too short to reach all the way across the passenger seat to pull in that mirror. In a sportscar, that's a very welcome part of the standard-specification list. This function is quite useful in tight parking spaces, too.

Halfway into the 86's term.

Halfway into the 86's term, it remains an enjoyable experience to start it in the morning, listen to the flat-four warm up and even brave peak-hour traffic. Despite the tough Subaru-developed powertrain, I have yet to tire from the daily commute because the clutch is as light as those of most B-segment hatches and the engine is more tractable than you'd imagine.

20 000 km 9,68 L/100 km 9 476 km

AFTER 5 MONTHS

We like: electric folding mirrors, comfy commuter
We don't like: paint finish shows dirt easily



20 000



IT NEVER STOPS WORKING EVEN WHEN YOU START PLAYING



If it's high-end value you're looking for, the JMC Vigus is efficiently powerful with impressive standard features. It's the kind of reliable vehicle that'll keep coming back for more – the kind of vehicle that keeps working, even when you start playing. Why wait? Book a test drive at your nearest JMC dealer today.



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GAUTENG: BRAKPAN 011 740 7871 EAST RAND 011 915 8444 KEMPTON PARK 011 394 7908 PRETORIA NORTH 012 546 4503 SILVERTON 012 804 7077 WEST RAND 011 668 0300 VEREENIGING 016 455 5131 NORTH WEST: BRITS 012 252 8525/6 KZN: PIETERMARITZBURG 033 394 2595 PINETOWN 031 701 0091 NEWCASTLE 034 312 8028 FREE STATE: BETHLEHEM 058 303 5661 BLOEMFONTEIN 051 447 7042 WELKOM 057 050 0050 LADYBRAND 051 924 1351 LIMPOPO: MOKOPANE 015 491 2855 MPUMALANGA: NELSPRUIT 013 741 3977 WITBANK 013 656 2396 TRICHARDT 017 638 0725/6 EASTERN CAPE: HUMANSDORP 042 291 0086 PORT ELIZABETH 041 484 1905 NORTHERN CAPE: UPINGTON 054 338 8833 BOTSWANA: GABORONE 002 677 273 7581 SWAZILAND: 00268 2404 1295

BEIRO BULES

It's back to the future in 1960's style motorcycling

TRIUMPH

a

BY: Peter Palm









can also be tweaked for better foot comfort). And yes, the engine might look old-school with its air-cooling, but don't be fooled by the carburettors; they are imitation items that hide Keihin fuel injectors. Even the retro choke lever is maintained, except that this time it increases idle speed only slightly for really cold starts.

Out on the road, you need close to 2 000 r/min to allow the torque to deliver its kick. Thereafter, there is little need to use the full rev range – simply squirt and change until you run out of gears – which is quite soon as there are only five. Despite this apparent shortage, the gearbox is an

impressive feature of the bike. Cog swops are mostly smooth with or without the clutch, but first gear is tall and so the clutch requires slipping to make smooth pullaways.

Single discs front and rear are up to the job of reining in the modest speed capabilities of 43 kW. Unlike the Bonnie, the Scrambler uses hefty spoked wheels for more give over the rough stuff, while the tyres have a semi knobby tread pattern to create the impression that the 900 is a street scrambler.

Handling is easygoing even with the chunky tyres, although the rear suspension is rather basic and can cause a mild weave after hitting a bump at

CLOCKWISE FROM ABOVE: sit-up-and-beg riding position; old-school headlamp; classic Smiths-style dials; bold semi-knobby tyres.

TRIUMPH 900 SCRAMBLER

Price: R107 500

Engine: parallel twin, d-o-h-c four-stroke, air-cooled, 270-degree crank, fuel-injected

Displacement: 865 cm³

Power: 43 kW at 6 800 r/min **Torque:** 68 N.m at 4 750 r/min

Trans: 5-spd

Tyre sizes: 100/90 R19 (f);

130/80 R 17 (r)

Frame: tubular steel

Seat height: 825 mm

Fuel tank: 16 litres
Fuel cons: 6,95 L/100 km

Mass: 227 kg

Warranty: 2 yrs/unlimited km Service: every year/10 000 km

TEST RESULTS

| km/h | secs |
|-------|-------|
| 0-40 | 1,81 |
| 0-60 | 2,61 |
| 0-80 | 3,93 |
| 0-100 | 5,33 |
| 0-120 | 7,44 |
| 0-140 | 10,04 |





speed. The front brake has just about enough strength to cope with the bike's power, but the rear brake is very easy to lock so caution is needed. Mass is listed as 230 kg and we measured it as 227 kg with a full tank of fuel.

Our test bike came fitted with an aftermarket Arrow exhaust that somewhat spoilt the retro look, but did a good job of muffling the sound. The baffle is, however, removable if you do want to hear the full extent of that off-beat tone.

One criticism is that the fuel injection needs some engineering tweaking in the short time between shut-off and first squirt. Presently, there is a jerkiness that can irritate and an occasional flat spot also spoils an otherwise satisfying powertrain (in fact, it feels as if the bike has real carburettors instead of fuel injection).

Despite that minor criticism, though, the Scrambler remains a neat and fun retro bike that turns heads and elicits smiles. And, of course, this isn't the sole Triumph option – if you prefer café-racer styling to that of the Scrambler's, have a look at the Thruxton...

Thanks to Mike Hopkins Motorcycles Cape Town (021) 4615167 for the loan of the demo bike.

The S-Class Coupé.

Welcome to the view from the top.

A sight of beauty and triumph. The S-Class Coupé, with industry-first curve tilting technology, leans itself into bends for ultimate driving comfort. Unveil a vision of performance, poise, and unparalleled luxury that can only be described as breathtaking. Welcome to the view from the top. Visit www.mercedes-benz.co.za/s-coupe

Vehicle specifications may vary for the South African market.







TECH

We look at the latest advancements in technology and their application on current and future vehicles



BY: Nicol Louw | NicolL_CARmag

FROM TYRES?

When a vehicle travels at a constant speed on a level road, the major energy losses can be attributed to aerodynamic drag and rolling resistance. Goodyear has showcased an innovative tyre concept at the Geneva International Motor Show which, in theory, is able to recuperate some of the lost rolling-resistance energy in the form of electricity generation. The tyre, code named BH03, will be able to supply electricity to the batteries of electric vehicles and extend the electric range.

The concept tyre can create electricity with the help of two special materials: thermoelectric material that transforms the heat generated inside the tyre via the ultra-black texture into electric energy; and piezoelectric material that transforms the tyre-structure deformation (flexing) and vibrations

into electric energy during rolling.

"Concerns about energy and the environment encouraged us to develop this energy-producing concept tyre. We are convinced that this tyre provides inspiration and that its insights will have a place in future development," said Jean-Pierre Jeusette, general director at the Goodyear Innovation Centre in Luxembourg. There are currently no plans to produce a production tyre of this kind.

It's important to note that the idea is to recoup existing energy losses and not to add additional losses in the form of further resistance. Adding a generator to each wheel (or a propeller in the airstream in case of aerodynamic drag) will see the extra losses far exceed the gains as per the law of conservation of energy. This is also the reason that a perpetual-motion machine can't exist.



Apart from generating electricity, the design incorporates a large circumferential channel to improve aquaplaning resistance and a unique tread to

absorb noise.



100 kW FUEL CELL STACK

A fuel-cell vehicle uses electricity generated by the cell to power its electric drivetrain. The highly complex fuel cell uses hydrogen as fuel, with water the only by-product of electricity production. But, what if you're an automaker that wants to experiment with fuel-cell vehicles, but you do not have the technology or capability

to develop your own fuel cell? An option is to buy a stand-alone unit from a supplier. Intelligent Energy, a UKbased company, offers a 100 kW unit for automotive (and stationary) applications. The company claims that it's one of the most compact (3,5 kW/dm³) and energy dense (3 kW/kg) solutions. The key enabler of the high power density is the company's proprietary evaporative-cooling technology. Compared with conventional liquid-cooled fuel-cell stacks, the design removes the need for individual cooling channels between cells. This lowers mass and volume, which is perfect for applications where space and mass are at a premium.



06

most times safety car used

CANADA 2011

24

most finishers

EUROPE 2011

88

most pitstops

HUNGARY 2011

40

most overtakes for the lead

1TALY 1965

34

most starters

GERMANY 1953

14

shortest race (in laps)

AUSTRALIA 1991

17

youngest driver to start a race

AUSTRALIA 2015



The concept of a piston engine without a crankshaft or connecting rods may seem farfetched, but it exists and is called a free-piston engine. The basic configuration consists of either a single-piston unit or, in most cases, a dual- or opposing-piston design in a closed cylinder. The engine normally employs an air spring to return the piston after the power stroke.

The advantages of a free-piston engine are compactness owing to the simple design; the fact that it can be operated at varying compression ratios; and efficiency due to lower frictional losses. The challenges? Being able to control the "free" piston's position to a fine degree; extract useful work; and deal with the restriction of running a two-stroke cycle because a power stroke is needed to move the piston.

Toyota recently experimented with energy generation with a free-piston engine by using permanent magnets on the piston and running it through a coil in the cylinder walls to produce a current. This setup can also help to control the movement of the piston. UK-based Libertine FPE claims to employ similar tech and can produce a free-piston range-extender engine. Comparing a 10 kW unit with a normal engine, Libertine FPE says it's 30% more efficient, 80% lighter and up to 90% more compact.



EMERGENCY!

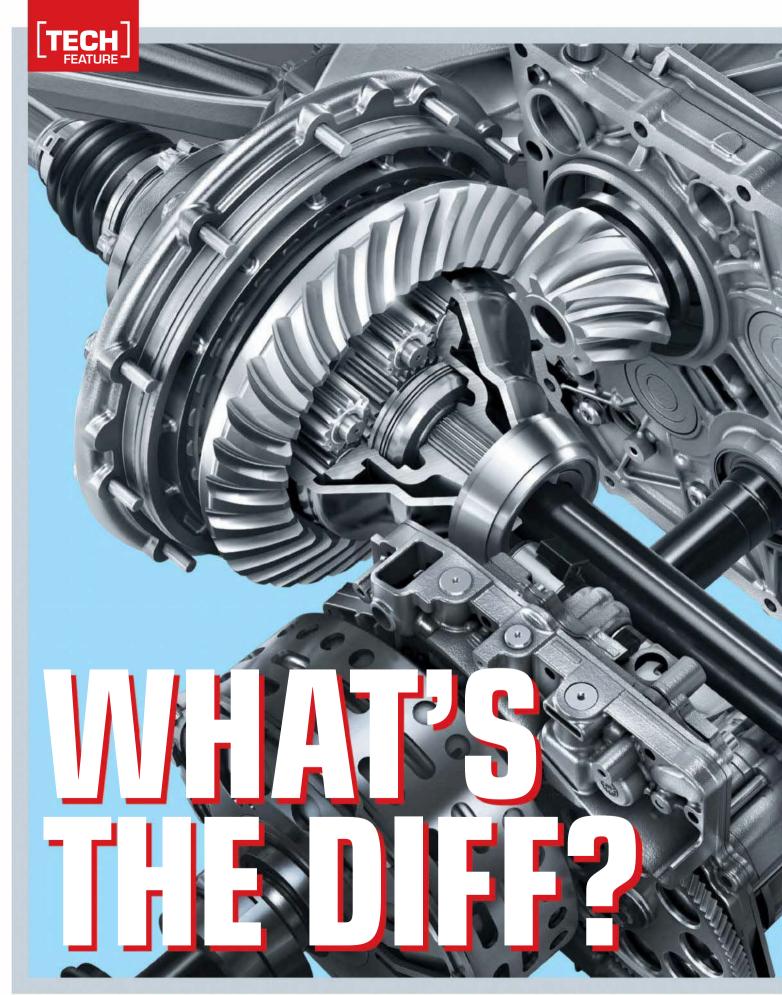
eCALL TRIGGER

Many modern vehicles with connectedcar ability (i.e. ones fitted with a SIM card) can automatically inform emergency services (eCall) when a vehicle is involved in an accident. This system's response depends on the information it receives regarding the deceleration of the vehicle and, for example, the status of the airbags.

Bosch has just released the smallest accelerometer for automotive use that will function as the trigger for the eCall system. The SMA 130 measures just 2 mm by 2 mm and can measure acceleration of between 2 and 16 G on three axes. A built-in self-test ensures that the sensor is reliable and does not provide false triggers. It's up to calibration engineers to set the eCall acceleration thresholds on each application.



only fresh components, including a steel body licensed by Ford. It has a modern 5,0-litre fuel-injected V8, disc brakes all-round, keyless entry and even Bluetooth, and can be yours for US\$119 500 (around R1,4 million).



98 CAR MAY 2015



The automotive differential has been with us for more than 100 years. Here's why it's important



EMEMBER the famous car-chase scene from the 1968 movie Bullitt? Frank Bullitt (Steve McQueen) chases the bad guys in their Dodge Charger R/T in a 1968 Ford Mustang Fastback GT. During the chase, Frank overshoots a corner in the Mustang and has to reverse in haste. Selecting first gear and dumping the clutch results in V8 muscle melting only one rear tyre in a plume of smoke and a single black line painted up the road. Why does only one wheel spin? An open differential is to blame, but we will get to that.

WHY A DIFF IS IMPORTANT

When a vehicle rounds a bend, the outer wheels need to turn faster than the inner wheels because more distance is covered because of a greater radius. This is easy for the non-driven wheels of a vehicle because they aren't connected and can freewheel at any speed. The problem occurs on the driven axle because the engine's torque is delivered through the gearbox and final-drive ratio (the differ-

BELOW: the Mercedes-AMG GT is RWD with a transaxle transmission. Its LSD is shown opposite.



ential) to the two wheels on the axle. The differential allows an even torque split to both wheels while the rotational speeds may differ. Without a differential, it is almost impossible for a vehicle to turn on high-friction surfaces. The mechanical stresses in the driveshafts owing to wind-up can lead to damage or complete failure if no differential is fitted.

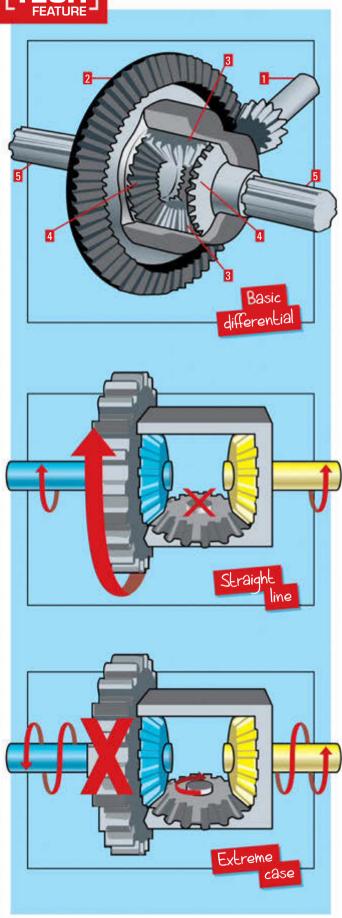
A BASIC DIFF

A typical automotive differential is a special application of an epicyclical gear set. Engine torque is delivered to the input shaft [[(next page) of the diff. On a front-engined, rear-wheel-drive vehicle, the input shaft meets the ring gear (2: connected to the carrier) of the differential where the drive torque is turned through 90 degrees and a reduction ratio occurs (also known as the final



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/An LSD minimises the speed difference between two wheels /

drive ratio). The carrier supports the planet gears 3 that are connected to the two driven sun gears 4, which in turn are connected to the driveshafts 5 of the wheels.

When a vehicle drives in a straight line and the two driven wheels rotate at the same speed, the planet gear(s) are stationary and turn the two sun gears (connected to the driveshafts and wheels) at the same speed (see figure left).

When the vehicle rounds a bend, there is a speed differential between the inner and outer wheels, which results in the planet gear turning to allow for the speed difference.

In extreme cases where the input shaft is kept from rotating and one of the driven wheels is rotated, the other driven wheel rotates in the opposite direction at the same speed as the planet gear connected to both the sun gears to reverse the rotation.

OPEN DIFFERENTIAL

This term refers to a conventional unit where there is no limit on the relative speed difference between the two driven wheels. However, the average of the wheel speeds on the driven axle is always equal to the speed of the ring gear (diff rule one). This means that, in an extreme situation where a driven wheel is stationary, the other wheel spins at twice the speed of the ring

FROM TOP: a typical bevel gear transmission as found in most rear-wheel-drive applications. Two extreme cases of differential operation explained.

gear. The *Bullit* Mustang's one rear wheel breaks traction and its speed increases dramatically, resulting in the other wheel almost staying stationary.

Diff rule two states that the torque delivered to both individual driveshafts is always equal in an open differential. The maximum torque that can be transmitted to the driven wheels is limited by the minimum traction torque (resistance to turning) at either of the driven wheels, multiplied by a factor of two (both wheels transmit close to the same torque value). Therefore, the spinning wheel of the Mustang can't transmit much torque to the road because of the loss of traction and low sliding friction coefficient. That low torque figure is then sent to the other wheel with traction and results in the Mustang slowly moving forward while a cloud of rubber smoke fills the air. What Frank Bullit needed in this scenario was a limited-slip differential to improve the traction and resultant acceleration.

LIMITED-SLIP DIFF (LSD)

This type of differential limits the relative rotational-speed difference between the two wheels on a driven axle by providing an unequal torque split. For example, if a rear-wheel-drive car is parked with one rear wheel on ice and the other on tar, the wheel on ice is prone to traction loss and might spin on pull-away. An LSD minimises the speed difference between the two wheels by transmitting more torque to the stationary wheel with traction until it also starts to turn.

There are several mechanical devices that can achieve the above result, but the idea is to limit the speed differential of the sun gears (connected to the driveshafts) to the carrier that is connected to the ring gear. This indirectly limits the rotational-speed difference between the wheels. Popular methods include clutch packs with springs or coned friction surfaces

Diff-less vehicles



Dragsters do not have diffs because they need maximum traction, and race in a straight line.



Nascar mandates a solid diff (spool) that degrades handling in large-radius turns, which necessitates more driver input.



Go-karts have a solid rear axle. Slip between the tyres and road makes cornering possible (but unstable).



Vehicles with driven wheels close together don't have differentials, like on BMW's Isetta.



Lastly, electric vehicles with an electric motor per driven wheel don't need diffs. The most prevalent example is Tesla's Model S.



between the sun gears and the carrier. These slightly hamper normal open-differential behaviour, but provide better traction in slippery conditions.

A more advanced solution is an active LSD where the slip between the sun gears and the carrier is actively controlled. This version uses clutch packs and the actuator can be electric or hydraulic. An advanced example is Audi's Sport diff that has clutch packs and auxiliary transmissions on each differential-output shaft. This allows engineers to employ torque vectoring, where the torque split between the driven wheels can be individually controlled.

torque that can be supplied to both wheels (refer to diff rule two). This method is not as effective as the action of a true LSD, but better than what can be achieved with a open diff.

DIFF-LOCK

This term is often used by the off-road community and describes a mechanism where the open differential is essentially locked to prevent a relative speed difference between the output shafts connected to the wheels on the driven axle. Although a diff-lock improves traction, it is important to employ it only on slippery sur-

Audi's Sport diff is an example of an active differential with the capability of torque vectoring per output shaft.

A four-wheel-drive vehicle normally has three differentials, one on each driven axle and the third differential between the output shafts of the transfer case that sends torque to the front and rear axles. A Mercedes-Benz G-Class is an example of a vehicle where all three diffs can be locked to force all four wheels to turn at the same rotational speed.

THE FUTURE

The arrival of electric powertrains has made it possible to eliminate the differential altogether. If there's an electric motor on each driven wheel, the speed and torque of each of those wheels can be separately controlled and there is no need for a physical connection between the driven wheels - therefore, no differential is needed. Series production of this setup is still some way off because most electric vehicles use a single electric motor to save money, improve packaging and keep complexity low. In this case, a mechanical differential is still necessary. Car

/ Another way to mimic the behaviour of an LSD is to use the ESC system of the vehicle /

By supplying more torque to the outside driven wheel(s) of a vehicle rounding a bend, understeer is kerbed by the torque vector.

Another way to mimic the behaviour of an LSD when only an open diff is fitted is to use the ESC system of the vehicle. The ABS setup brakes the spinning wheel on the driven axle to increase the

faces, as axle wind-up may occur and damage the drivetrain if no slip between the wheels and surface is possible – especially during cornering. It is also more difficult to turn a vehicle with a diff-lock engaged, as it won't allow the outer wheel on the drive axle to rotate faster than the inside wheel.

CARmag.co.za MAY 2015 CAR **101**



Let our team of technical experts answer your motoring queries. If we can't, we know someone who can

Email: car@ramsaymedia.co.za (add "Technical" to the subject line) \
Mail: CAR, PO Box 180, Howard Place, 7450

I own a 2001 BMW 320i. It's an E46-generation vehicle (with the 2,0-litre six-cylinder engine) and the car has

only 145 200 km on the clock. During a trip from Struisbaai to Sedgefield, an intermittent fault appeared; at times the car would not idle when I stopped at intersections. After I turned the ignition off and restarted the engine, the fault disappeared for the rest of the day. However, the following day the problem resurfaced after a cold start. The next couple of days, the fault reoccurred for a few minutes then disappeared with no pattern, regardless if the engine was warm or cold.

After I had no joy at a dealer, I took the car to an auto electrician for investigation. A diagnostic check revealed a fault code relating to the camshaft-position sensor. We replaced the latter but the fault was not resolved. Even changing over to full synthetic oil as a last resort did not solve the issue. Please can somebody suggest a remedy for the problem?

CLIFF HEINE Struisbaai

According to your email, the engine cuts out only when idling and therefore we assume it

runs perfectly elsewhere in the rev range. It is then very unlikely to be a cam/crank-position sensor, as that would have resulted in stumbles across the entire rev range or even the engine cutting out completely during any speed or load condition (perhaps a false detection?). As the engine breathes little air and combusts small amounts of fuel when idling, any small deviation will cause a problem. Therefore, it's best to focus on the idle condition and inspect the following. We suspect there might be a small leak in the air intake piping or a sticky idle-control valve.

- Check all intake pipework for leaks, including breathers/vacuum/blowby pipes.
- Clean the throttle body.
- Clean the idle control valve.
- Check the spark plugs (gap, clean or replace if necessary).

BRAKING ISSUE

I own a 2013 Hyundai Elantra 1,8 GLS automatic. Since new, I've had a problem with noisy brakes. I was aware of the car's limitations regarding braking as mentioned

in the CAR road test published in the December 2011 issue; I accepted the braking performance. However, in 50 years of driving, I have never "heard" brakes in action. When I start the car and release the foot brake to move forward, the brake pads emit a loud bang, as if they have somehow become stuck to the discs. Hard braking is not advisable until the pads seem to have warmed up, as the car will shudder fairly violently. During driving when I brake, I am constantly aware of the noise as a result of the pads meeting the discs (the pitch of the noise changes according to the speed I am travelling). Hyundai has tried but failed to fix the problem by skimming the brakes and hoping for the best. As I do little mileage, I am concerned that I may have a more serious braking problem in the long run.

BRIAN HAYES

We are surprised that Hyundai only skimmed the discs. A brake shudder is normally caused by hot spots on the disc that would attract the friction material of the pads. The build-up of friction material on the discs (in certain spots) will result in the shudder you feel during braking and cause the noise you hear. This also explains the sticking of the pads to the discs. The only sure way to solve the issue is to replace both

HOW TO...

EXTEND YOUR
VEHICLE'S
BATTERY LIFE

MAKE SURE THE VEHICLE'S CHARGING SYSTEM CHARGES AT ABOUT 14 V USE A TRICKLE CHARGER WHEN THE VEHICLE IS NOT DRIVEN REGULARLY

MAKE SURE THE BATTERY TERMINALS ARE FREE OF OXIDATION

CHECK THE WATER LEVEL REGULARLY IF NOT A SEALED UNIT PREVENT THE BATTERY FROM GOING COMPLETELY FLAT

ONLY TOP UP WITH DISTILLED WATER

the discs and pads. Skimming the disc will resolve the shudder only temporarily.

DRIVING WITHOUT OIL

I drive a 2001 Opel Corsa Sport and the other day went to the fuel station for petrol and asked the attendant to top up the oil. I then drove for about 30 km before the car started jerking. Upon opening the bonnet, there was oil all over the engine as the petrol attendant forgot to close the oil cap. The car is now a non-runner because the engine will not turn over. I went back to the petrol station and the footage clearly showed the petrol attendant forgot to close the cap. The owner of the business offered me R1 500 in compensation, which I refused because I think the damage could cost me more. What are the consequences of driving without oil or little oil?

DUMA ROQOZA King William's Town

Running an engine with no or little oil will have disastrous consequences because only a thin layer of oil prevents contact between the moving parts. The oil pump provides the oil pressure to the engine through the oil galleries. As soon as there is no more oil at the oil pick-up of the pump, damage will start to occur as oil pressure drops. The following components may sustain damage:

- Crank bearings (main and big end);
- · Conrod bearings;
- Camshaft bearings;
- · Valvetrain;
- · Cylinder bore;
- · Piston and rings;
- · Oil pump.

In short, the engine may have seized and a full rebuild could cost in excess of R10 000. It may be more cost-effective to source a second-hand replacement engine.

EXPLODING SUNROOFS

My wife recently had the shock of her life while driving our 2013 Mercedes-Benz ML350. She called me and said that the sunroof exploded and shards of glass fell into the cabin. The action occurred up and out, at least according to the driver of the vehicle that was behind the ML350 when it happened. With no car in front of her and no traffic from the other direction at that stage, my only explanation is that flex in the vehicle's body caused the damage. The sunroof must have been improperly installed in the factory – one can find similar reports on the

web of this happening in the USA where the same model Mercedes is sold. According to the Mercedes-Benz agents in Windhoek, this is the second incident of this nature that they have witnessed. Mercedes-Benz should conduct an investigation to see if there is production flaw on the ML relating to the sunroof.

HARALD SICKEL Namibia

Sorry to hear about the incident, but we're happy that your wife did not sustain injuries. Some quick research revealed that this is a common occurrence across all makes and models and the cause is still a mystery. Here are a few possible reasons for the failure:

- Body flex putting excessive stress on the glass (as you mentioned).
- Thermal expansion of the glass leading to a build-up of stress in the glass.
- Imperfection in the glass itself.
- The possibility of an object hitting the glass from the outside (rocks, etc.).

BRAKE-SHOE WEAR

I recently carried out a service on a friend's car and, while checking the rear drum brakes, I noticed that the leading shoe showed extra wear compared to the trailing shoe, with at least a 1 mm difference. Why is this the case and when should you replace the brake shoes?

MAHIN CHAUHAN Bulawayo

That's correct; on most drum-brake assemblies, you get one leading brake shoe and one trailing brake shoe. This is owing to the design of the brake-shoe assembly. For example, if the shoes hinge at the bottom with the actuating piston at the top, the shoe located in front of the wheel axis (the direction of motion) experiences a self-activation force on application as the friction tends to pull the shoe harder into the drum. The other shoe is trailing because the friction tends to push the shoe away from the drum. Therefore, you do get slightly different wear rates. Always speak to manufacturers regarding the minimum friction-material thickness before replacing shoe linings.

BAD VIBRATIONS

I have a 2010 BMW 135i (manual transmission) with 80 000 km on the odo. The vehicle has an intermittent problem at wide throttle openings in a high gear (fifth or sixth) where prominent, low-frequency vibration seems to emanate from the transmission; it feels as if the engine will

stall. If I back off the throttle, everything returns to normal. This occurs at normal driving speeds (60 to 80 km/h). It feels as if you're trying to pull away in top gear. Any ideas what the cause might be?

ANONYMOUS Cape Town

Normally, an inline six-cylinder engine should be smooth in top gear at the speeds you mention, even though it is probably not advisable to use wide-open throttle during those conditions. It would be good if you could try it on another, similar vehicle for sake of comparison.

Check the condition of the following that are normally to blame:

- Prop-shaft universal joints;
- · Engine mountings;
- · Clutch assembly.

Note: to our surprise, the owner informed us that BMW found two faulty coil packs which were responsible for misfires during the condition described above, and they had to be replaced (more than R1 000 each). As the car was out of motorplan, the unhappy owner had to foot the bill.

HOT STARTING PROBLEM

I own a 2006 Renault Clio 1,2 that has served me well for the past eight years despite high maintenance costs.

Now I have a problem that, when the engine is hot, it doesn't start. I have tried everything, including reprogramming the key because I believed the immobiliser might be to blame. Please help.

MUZI NHLAPO Pretoria

You did not tell us whether the engine turns over (cranking) when it does not want to start? Normally, an immobiliser issue will not even allow the engine to turn over. Also, if the vehicle starts fine when the engine is cold, then we doubt it can be immobiliser-related because that should affect both hot- and cold-start scenarios. When the engine cranks and does not fire, it is either not getting spark or fuel, so try to determine which it is when in the failed condition. Also consider the following:

- Those Clios were notorious for faulty coil packs. Maybe the coil packs have too much resistance to give a proper spark when they're hot?
- Another known issue resulting in no spark is a crank-position sensor that fails when it is hot. A diagnostic check should help pin-point any faulty sensors.



Our intrepid Garageman remedies a leaky Nissan 1400, has some fun with Japie and a Ford Anglia, and explains why silicon shouldn't be confused with silicone

In the interests of protecting him from unwanted fame, stalkers and the paparazzi, CAR cannot reveal the true identity of the resourceful Garageman.

CAP TROUBLE

Kosie Viljoen collects old tractors and owns nine, not counting the two newish ones that are used every day. He spent so much time with his magnificent 10,3-litre single-cylinder Lanz Bulldog that his farmworkers started calling him "Bulldog", but the name didn't stick. His personality is the exact opposite.

One day, Kosie bought an old Ferguson tractor, known throughout this country as a Vaaljapie because it was always painted grey. It didn't take his workers long to start calling him "Vaaljapie" (grey country man), and this time the name remained.

Recently, the cooling system on one of his vehicles, a Nissan 1400 bakkie, developed such a fast leak that it would lose at least a litre of water before the vehicle was driven more than two kilometres. The leak was not visible anywhere on the engine, the hoses or the water pump. It did not dribble past the cylinder-head gasket because such a fast leak into the engine would either wet the spark plugs and make starting difficult, or emulsify the oil.

Eventually, in desperation, Vaaljapie phoned me and asked for advice. I was in a Sherlock Holmes mood and soon realised that all the evidence pointed towards an often ignored item – the radiator cap. "Fit a new cap," I said, "and you'll smile again."

Later that same day, Vaaljapie phoned me with as little excitement as only he could muster. "The leak's gone, but how did you know?" he asked.

I replied that it was the only item he didn't check and explained that the seal and spring allow the radiator to build up pressure and reduce the tendency to boil. Both items lose their effectiveness until they're so weak that the rising pressure forces open the spring and water escapes.

WRONG ORDER

Most country towns have at least one old lady whose *melktert* is so outstanding that she's welcome everywhere – provided she

takes some of the prized confectionery. Ours is an eccentric spinster named Tannie Tefie (small female dog). She breeds fox terriers and always has a selection of these over-excited barkers with her in her ancient Ford Anglia.

A few weeks ago, we had to replace the car's HT ignition cables. I gave the job to Japie because he's such an animal lover that the dog smell inside the car wouldn't annoy him. He removed the old cables without taking note of their orientation, so I knew we would have some fun later.

When the job was finished, the engine spluttered a bit but refused to start. Japie asked Hennie to help. The latter knew what went wrong, but decided to delay matters for a bit so he started the conversation by asking Japie whether he checked in which direction the rotor turned. Japie answered that he rotated the engine while the distributor cap was off to see which way it went. Hennie then enquired what the firing order was and received a slightly annoyed answer that all four-cylinder inline engines fired in the sequence one-three-four-two. "Not in this case," said Hennie. "It's one-two-four-three on the Kent engine fitted to the Anglia and some Cortina models."

Japie soon rectified his mistake and the



workshop got a healthy supply of *melktert*.

The question remains: why did Ford use this unusual firing order, which it shares only with an early Riley Nine and some post-war Japanese motorcycles? I haven't been able to find out why.

SPELLING PROBLEM

Another Ford story, this time involving a Laser fitted with the rather rough and unreliable CVH engine, is worth telling. Those three letters stand for "compound valve angle hemispherical combustion chamber", or "considerable vibration and harshness", depending on whether you loved, or hated, the engine.

The car came to a sudden stop on a nearby freeway and we towed it to our workshop. I tried to placate Teddy, the irate owner, with rusks and coffee while August had a look under the bonnet. It didn't take him long to discover that there was no spark and that the solid-state ignition module showed signs of overheating. He removed it and found that there was a white, rubbery substance on the back of the unit where it was clamped to the distributor.

He brought the unit to us and we questioned the owner. He explained that, only the previous week, the engine spluttered to a stop. Acting on a tip from someone who knows these engines, he replaced the ignition unit. He was told to put some silicone on the back before replacing the unit and that's what he did.

I was puzzled but August, who was trained in a Ford workshop, couldn't suppress a smile. He told Teddy that he should have used a white silicon-based grease because its heat-conducting properties were needed to conduct heat away from the module. The substance he did use was a silicone sealer that did not conduct heat very well.

Well, it was an easy mistake to make, but we placated Teddy by fitting an ignition module that we "borrowed" from a car that would still be there for couple of days so that we could send him on his way.

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EACH HAMPER COMPRISES:

X2 NIVEA MEN Sensitive Cooling Shaving Gels

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X2 NIVEA MEN Vitality Fresh Shower Gels

X2 NIVEA MEN Deep Cleansing Face Wash



To enter, answer the following question:

How many products are there in the Sensitive Cooling range?

SMS: SHAVE, followed by the answer, your name, surname, e-mail and postal address to 32697 (R1,50 per SMS).

Competition closes 31 May 2015. By entering the competition you agree to receive promotional material from CAR magazine.

RULES AND REGULATIONS 1. Entry is open to anyone except employees (and their immediate families) of RamsayMedia, the competition sponsor and associated agencies. 2. Competition runs until 31 May 2015 and the winner(s) will be drawn on 8 June 2015. 3. You may enter via SMS as many times as you like (R1,50 per SMS). This service does not allow for 8ta numbers. 4. The prize is not redeemable for cash. 5. Prizes not claimed within three months will be forfeited. 6. The judges' decision is final and no correspondence will be entered into. 7. Regrettably only South African residents are eligible for prizes. 8. By entering this competition, you agree to receive future correspondence from CAR magazine. You can opt out at any stage by sending an SMS including the word "STOP" to 31699. Standard SMS rates apply. 9. For detailed competition rules, visit CARmag.co.za

BUY

Upgrades, facelifts and new derivatives – we keep tabs on the ever-changing SA product line-up

BY: Sudhir Matai 🕒 BanzaiMatai 🖯



INFINITI QX80

Price: R1 238 000

INFINITI South Africa is determined to establish itself as a major player in the local luxury segment and one model that certainly will make Nissan's premium nameplate stand out is this latest arrival. The QX80 is a sizeable SUV - it's more than five metres long and, as you'd expect of vehicles in its segment, offers supreme luxury with appreciable off-road ability.

Inside, there are swathes of wood trim, supple leather upholstery and an array of mod-cons befitting a range-topping model, including a high-end Bose audio system, a 360-degree camera view, electric adjustment for the heated front seats and

integrated television monitors for the rear passengers.

The QX80 is powered by a petrol-fed 5,6-litre V8 that develops 298 kW and 560 N.m of torque. The engine is mated with a seven-speed automatic transmission. Its permanent AWD system is adaptive: it varies power transferred to the respective axles depending on conditions, but the drivetrain can be locked in 2WD or 4WD modes if necessary. And, if you plan to venture off the beaten path, there is a low-range transfer case and 233 mm of ground clearance, which is said to be among the best in class.

An all-independent suspension is assisted by a Hydraulic Body Motion Control system that adapts the vehicle's damping dynamically. The QX80 is covered by a fiveyear/100 000 km maintenance plan and three-year/100 000 km warranty.

✓ The new QX80 offers supreme luxury coupled with appreciable off-road ability





FORD FOCUS

Focus Sedan 1,0 Ambiente: R212 900 Focus Sedan 1,0 Trend: R229 900 Focus Sedan 1,5 Trend: R265 900 Focus Sedan 1,5 Trend Auto: R279 900 Focus 1,0 Hatch Ambiente: R217 900

Focus 1,0 Hatch Trend: R234 900 Focus 1,5 Hatch Trend: R271 900

Focus 1,5 Hatch Trend Auto: R284 900

SOUTH AFRICANS tend to prefer hatches to sedans and we're a brandloyal bunch to boot. Perhaps that explains why models such the VW Golf sell so well. In the last few years, there have been several models such as the Toyota Auris, Mazda3, Renault Mégane and previous Peugeot 308 to rival the Golf, but in our opinion, none of those has compared as well to the hatchback from Wolfsburg as the Ford Focus. The C-segment contender from the Blue Oval has now been given a mid-life refresh.

Most notable of the exterior changes is the neat and tidy new visage with thinner headlamp clusters. Inside, there has been a raft of changes as well: the ergonomics have been given a complete overhaul with a new, less cluttered layout of the infotainment system and a more intuitive layout to the steering wheel.

More serious changes have taken place under the bonnet where Ford has placed its 1,0- and 1,5-litre Eco-Boost engines.

But the best part is the range's competitive pricing, which sees the Focus models compare favourably with several B-segment offerings.

HONDA CR-V

CR-V 2,0 Comfort FWD Manual: R347 400 CR-V 2,0 Comfort FWD Auto: R362 400 CR-V 2,0 Elegance FWD Manual: R394 400 CR-V 2,0 Elegance FWD Auto: R409 400 CR-V 2,4 Executive AWD Auto: R508 400 CR-V 2,4 Exclusive AWD Auto: R544 400

HONDA'S CR-V is a previous CAR Top 12 Best Buys segment winner and remains popular with local buyers despite the prevalence of models such as the Hyundai ix35, Ford Kuga, Toyota RAV4 as well as the Kia Sportage. To counter these rivals, the compact SUV recently received a mid-lifecycle update.

Exterior updates start with the new grille and selected chrome detailing. The headlamps are slimmer xenon units that feature wrap-around LED daytime-running lights and the taillamps have been revised. Along with a reshaped front bumper lip, the foglamps are more prominent than before.

Inside, Honda has installed a seveninch touchscreen for the infotainment system. This unit is fitted to all the models except the entry-level Comfort version. To accommodate the screen, the facia was redesigned.

According to Honda, the front suspension features new bushes and dampers, as well as a revised geometry. There has also been a 15 mm increase in the front and rear tracks, together with altered camber all-around. Even the steering ratio has been quickened by 8%.

Power comes from the same petrol engines as before, either a 2,0- or 2,4-litre, but the range has been scaled back by dropping the diesel. A three-year/100 000 km warranty and five-year/90 000 km service plan are standard.





Ford's Focus is often overlooked, but at these prices it really shouldn't be

NEW MODELS ON THE WAY



| Alfa Giulietta/Mito facelift | imminent |
|---------------------------------|-----------------------|
| Audi A1 facelift | imminent |
| Audi Q7 | September |
| Audi RS3 | October |
| Audi A4 | Q1 2016 |
| Audi R8 | Q2 2016 |
| BMW 1 Series facelift | July |
| BMW 6 Series facelift | imminent |
| Citroën C4 Aircross facelift | imminent |
| Citroën C4 Cactus | imminent |
| Citroën DS3/4 facelift | imminent |
| Dodge Journey Crossroad | TBC |
| Fiat 500X | July |
| Ford Everest | 03 |
| Ford Figo | TBC |
| Ford Mustang | 0.4 |
| Honda Civic Type-R | 0.3 |
| Honda NSX | Q1 2016 |
| Hyundai Tucson | 0.4 |
| Hyundai i20 N-series | June |
| | Ω4 |
| Hyundai Sonata Hyundai Creta | Q1 2016 |
| Hyundai Veloster turbo | June |
| Jaguar XF | Q1 2016 |
| Jeep Renegade FWD | |
| | imminent |
| Jeep Renegade AWD Kia Sedona | September imminent |
| | |
| Land Rover Discovery Sport | imminent |
| Lexus RX facelift | imminent |
| Lexus RC-F | TBC |
| Mazda CX-3 | October |
| Mazda MX-5 | mid-2015 |
| McLaren 570S | Q1 2016 |
| Mercedes-AMG C63 AMG | imminent |
| Mercedes-AMG GT | July |
| Mercedes-Benz GLE Coupé | August |
| Mercedes-Benz S500e | November |
| Mercedes-Benz V-Class | Imminent |
| Mini Countryman facelift | November |
| Mini John Cooper Works | July |
| Mini Paceman facelift | November |
| Range Rover Evoque facelift | 03 |
| Renault Captur | imminent |
| Renaultsport Mégane facelift | 03 |
| Ssangyong Rodius | TBC |
| Subaru Forester diesel | late 2015 |
| Subaru XV facelift | TBC |
| Suzuki Ciaz | TBC |
| Suzuki Vitara | 0.3 |
| Tata Aria | delayed |
| Volvo XC90 | August |
| | |

CARmag.co.za MAY 2015 CAR **107**



TRACKING SYSTEMS



We look at how vehicle-tracking systems can afford you peace of mind

BY: Nicol Louw NicolL_CARmag

when you return to an empty parking space that your vehicle used to occupy. But all isn't necessarily lost. If your vehicle has a tracking device, it may be possible for the tracking company to locate your car and reunite you with your prized wheels. This is how tracking systems work:

THE HARDWARE

Your vehicle is fitted with a "black box" that enables the service provider to track the vehicle when stolen. There are two types of tracking technologies: radio frequency (RF) and global system for mobile communication (GSM). The upside of RF tracking is that it does not depend on cellphonenetwork coverage, but it also has a limited

detection range. The advantages of GSMbased systems is that they offer more detailed drive logs and live Internet tracking, and they can alert emergency services in an accident.

THE INSTALLATION

The tracking unit is installed at the provider's location or at the owner's premises, provided it's private. The reason for the latter is that the unit's location in the car remains a secret; for their own safety, not even the owner may know where it is. Newer-generation units carry their own power supply (battery), making it unnecessary to tap into the vehicle's electrical system. The installation process takes up to 90 minutes.

THE COST

Obviously, cost differs vastly between units and suppliers, so ask yourself the following questions before making a decision:

- What level of tracking do I need?
- Do I want to pay for the installation cost up front, or have it included in the monthly premium?
- Does the tracking unit have a warranty?
- Does the provider cover South Africa entirely and does it have a proven track record?
- Is the provider recognised by my insurance company, and will a tracker lower my monthly premium sufficiently?

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THE RECOVERY PROCESS

Depending on your system, when your vehicle is stolen the service provider is either automatically notified or contacted by the owner. The company then activates the RF signal of the unit (if applicable), or checks the location via GSM. Each provider has a recovery team that may include aircraft, helicopters and response vehicles to locate the stolen car. If all goes well, the actual arrest of the suspects and recovery of your vehicle is then done in conjunction with the South African Police Service (SAPS). You may then collect the vehicle directly from the SAPS.

THE FUTURE

Thanks to a SIM card that allows the vehicle to connect to the Internet through GSM, some modern vehicles now feature connected-car ability. This allows you to control certain vehicle functions with your smartphone, including monitoring your car's position at all times. There are also aftermarket GSM units available that function on prepaid SMS bundles, which you can install yourself. It may therefore appear that, in the face of this technology, hidden RF tracking units are old-fashioned, but they still provide the most tamper-proof method of vehicle tracing.

WHAT DOES IT COST?

| | LEVEL 1 | LEVEL 2 | LEVEL 3 |
|---------------|--|---|---|
| Technology | RF | RF | GSM/GPS |
| Status level | Dormant until activated | Dormant/Active | Active |
| Trigger | Call from vehicle owner to service provider | Automatically when vehicle moves without owner's tag in vehicle | Automatically when vehicle moves without owner's tag in vehicle |
| Extra options | None | Limited | Data logging, live Internet tracking, SOS calls in an emergency |
| Monthly cost* | R160-R220 | R190-R290 | R220-R340 |

^{*}Depends on the supplier and whether the cost of the hardware is included, or paid up-front.

NEED TO KNOW

Check with your carmaker if a tracking system will void the warranty. Some units have their own power supply and don't use the car's electrics.

Ensure that your vehicle has no electrical faults before installation, especially with units that tap into the vehicle's electrics.

Test your vehicle's tracking hardware once a year by contacting the relevant supplier.

Retest the tracking unit if your vehicle was involved in an accident.

THE SMALL PRINT

If you're bound to a fixed-term contract, you are still responsible for payments if your car is written off, sold or repossessed by the bank. It may be possible to "buy out" the contract at a fixed fee.

You are able to transfer the tracker unit to another vehicle at a fee.

An insurance company cannot force you to fit a tracker unit; it is always a choice that may result in lower premiums.

Thanks to Tracker for supplying the information. Visit Tracker's website at www.tracker. co.za for more info, or call 0860 605 040.

CARmag.co.za MAY 2015 CAR 109



Sandero (2009 to 2014)

Renault's city car offers decent space at a good price

BY: Peter Palm



HEN the first Sandero (sold under the Dacia brand in a number of other countries) arrived, it drew lots of inter-

est thanks to keen pricing and an impressive specification level.

Two petrol engines are available. The 1,4-litre delivers 55 kW and 112 N.m, while the 1,6 produces 65 kW and 128 N.m of torque. The 1,4 was dropped in 2010 and the Stepway crossover version introduced in the same year.

Interior space was a major selling point and was punted in a clever television commercial. The boot, too, is large, with $256\ dm^3$ of boot space opening to $1\ 104\ dm^3$ if you want full use of utility space.

The Stepway is a popular version with its black trim and 20 mm raised ride height. We ran one of these as part of our 12-month test programme.

ENGINES

Make sure that the engine does not over-

heat, as the head gasket will not cope for long before failing. The powertrains (K7J for the 1,4 and K7M for the 1,6) use eight valve heads and are fitted with cambelts. These need replacing every four years/100 000 km.

TRANSMISSION

A clutch cable can slip off the pivot mount right at the pedal. You might think that the cable snapped, but the fix is quick and easy. Why this happens is not certain, however.

ELECTRICAL

A few glitches were reported on electric windows and the central-locking mechanism. Strange noises were also mentioned by one owner, but there were no outright failures. Another owner suspected that the fuel gauge and trip computer were

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USEFUL TIP



The majority of South African cars are older vehicles, not new ones. Many of those have rear indicator and taillamps that are all but invisible to motorists. This is extremely dangerous and has undoubtedly led to many accidents and even deaths. Often, the solution is not only simple, but costs nothing. Unscrew or unclip the lens covers and give the inside of the lens a good wash with soapy water. Then wipe the dust, accumulated over the years due to dirt slowly finding its way past the seals, from the globes. Refit the lens and you will be amazed at the extra light intensity.

SPOTTED IN THE CLASSIFIEDS



1,6, 2010, black, 62 000 km, R89 900, Johannesburg



1,6 Cup, 2009, blue, 58 000 km, R85 950, Gauteng



1,6 Stepway, 2012, 24 000 km, R114 900, Johannesburg



CAR ROAD TESTS



| Model | 1,6 Dynamique | | | |
|-------------|------------------|--|--|--|
| Issue | April 2009 | | | |
| Fuel index | 8,64 L/100 km | | | |
| 0-100 km/h | 13,06 secs | | | |
| Max speed | 154 km/h | | | |
| Price (new) | R142 800 | | | |
| Price (now) | R80 000 | | | |

PARTS-PRICE EXAMPLES



Model: 1,6 (2010) • **Oil filter**: R93,10

- Air filter: R145,46 Headlamp: R3 067,52
- Taillamp: R2 182,92 Water pump: R1 218,96 ECU: R3 967,2 (Prices include VAT)

UP NEXT



In June, we look at the Jeep Cherokee (2009 to 2014), followed by the Fiat 500 in July. We invite feedback from owners of these cars, who can email us at buyingused@ramsaymedia.co.za We need info four weeks before date of sale.











Toyota Etios



VW Polo Vivo



Ford Figo

inaccurate, since he noticed similar misreadings on two other Sanderos.

SUSPENSION, STEERING AND BRAKES

The suspension has a long travel range that aids smooth progress on lumpy roads. Knocking at the front-end of one Stepway turned out to be a worn shock absorber.

BODYWORK AND INTERIOR

A couple of loose items were noted. These were fixed simply by tightening the bolts. Watch out for free play in the seats, especially the driver's. A competent dealer should be able to fix this problem. Check that the air-conditioning is working properly, as some owners had issues.

CLOCKWISE FROM TOP: neat interior with good all-round space is a strong feature; the styling is generic but has seemed to age well; the rear bench can accommodate up to three adults in acceptable comfort.

GENERAL

A variety of squeaks inside one car were eliminated by the dealer. Check that the wiper blades clean the windscreen adequately and that they do not shudder across the windscreen.

There isn't much info from owners and on Renault and Dacia forums to say conclusively what the main areas of concern are, but this should become more apparent with time. Parts are reasonably priced if something does go wrong.





Type 3 (1963 to 1969)

How to run a basic people's car that still turns heads

BY: Peter Palm

EFORE the German "people's car" company moved completely away from the air-cooled rearwheel-drive Beetle platform to the watercooled, front-wheel-driven Golf, it made something in-between – the oft-forgotten Type 3.

This gap-filling range used both the 1,5and 1,6-litre flat-four, air-cooled engines of the Beetle but with more conventional body styling for the 1960s. In a clever move, three styles were marketed – a sedan with a conventional boot, a station-wagon and the Fastback. The booted car was also called a notchback, the station-wagon a Variant or squareback and the Fastback was officially TL. Naturally, all of these cars had luggage space under the bonnet because of the rear-mounted powertrain.

The 1,5-litre developed 46 kW and 108 N.m at 3 000 r/min, and the

1,6-litre produced 48 kW with 118 N.m at 2 800 r/min. Although production began in 1961, the cars destined for South Africa started arriving in 1963. First up was the 1500 sedan, followed by the Variant and finally the Fastback. Only in 1967 did VW see the light when it transformed the Type 3's electric system from 6 V to 12 V. The station-wagon started life with a 1,5-litre engine, switching to 1,6-litre in 1967.

PACKAGING

All cars had a front boot that we measured at $184 \ dm^3$. The Fastback had rear luggage space of $288 \ dm^3$, while the Variant boasted $700 \ dm^3$ with the rear seats in place and $1\ 200 \ dm^3$ with the chairs folded. This was a substantial volume for what is a smallish vehicle in today's terms.

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INTERESTING FACTS



The Fastback did not have an opening hatch that lifted with the rear window; the sloping window was fixed, with a small boot below providing luggage space above the engine compartment. This design was replicated a decade later on the VW Passat Fastback. This time, there was more boot space thanks to the inline engine being mounted in the front.

Dusting off old road tests, we noted that braking tests were still performed in sets of 10, but from 80 km/h and not the 100 km/h we test from today. The Type 3s stopped in around 2,65 seconds on average, which was considered a very good time. Also interesting was the new-car warranty — it lasted only six months or 6 000 miles (9 600 km).

SPOTTED IN THE CLASSIFIEDS



1600 Variant, 1967, white, needs some TLC, R65 000, Eastern Cape



1600 Fastback, 1967, all original, very good condition, R49 000



1600 Fastback AT, 1966, green, two owners, R45 000, Sedgefield Classic Cars



CAR ROAD TESTS



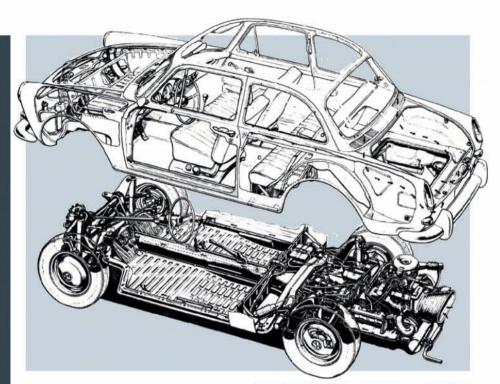
| Model | 1500 sedan | 1600 flashback TL |
|------------|------------|-------------------|
| Issue | Nov 1963 | Jan 1996 |
| Fuel index | 11,07 | 10,58 |
| 1-100 km/h | 21,28 | 19,22 |
| Max speed | 128 | 135 |
| Price | R1 762 | R1 845 |

(Additional tests: 1500 Variant S, February 1965, 1600 Variant, February 1967, and 1600 Variant, October 1968)

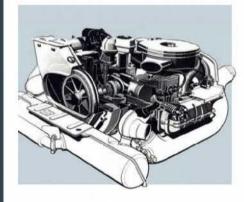
PARTS AND INFO



www.vwclub.co.za www.vwtype3and4club.org.uk www.pre67vw.com www.aircooledvwsa.co.za www.facebook.com/aircooledculture www.volkswagenownersclub.com



CLOCKWISE FROM ABOVE: the Type 3 used a modernised Beetle platform; Fastback has a boot above the engine and another under the bonnet; there are hints of Porsche in the instrumentation layout; the Type retained the familiar flat-four, air-cooled engines.







WHICH ONE TO GET

The Fastback TL looks the sportiest, but the Variant offers great space. Most people will choose one of these but, don't forget the sedan; it has clean, traditional, threebox lines that appeal nearly as much.

WHAT TO WATCH OUT FOR

The good news is that, because the Type 3 has Beetle mechanicals, not only are repairs easily executed, but parts are reasonably priced. Body and trim parts will be more difficult to find, however. In the VW tradition of the time, Solex carbs were used. These proved to be pretty reliable.

Torsion-bar suspension is also of good quality and provides a refined ride. The brakes may need some attention (there are drums front and rear). Low rust levels are

important due to the unavailability of some body parts. Some welding of replacement sections may therefore be necessary.

AVAILABILITY AND PRICES

Only a few Type 3s are on offer at any time in South Africa, so it could take a while to find a decent one. Try the various clubs and classic-car dealers. For example, Sedgefield Classic Cars had a neat 1600 Fastback auto on its floor when we went to print.

Prices range from under R10 000 for a high-maintenance one to around R65 000 for something pristine – good value for an unusual VW that's easy to maintain. Overseas, it's a different matter. We found a modified 1966 Squareback in the USA going for R90 000 and one in perfect condition being offered at R240 000.



Calguide

| | | 1 | 2 | 1 | 8 | A A | No. | 1 | 33 | The same | 8 | 4 | 933 | Alle | Age. | 48 | E. | Age | A.C. | 8 | 8 | E. |
|-------------------------------------|-----------------------------------|-----------------------|--------|--------|-------|-----------|-------|-------------|-------|----------|-----|--------|-------|-------|------|------|------|-------|-------|-----|--------|-------|
| ABARTH | | | | | | | | | | w | ww. | sbarth | cars. | in.ts | Tel | epho | ne:0 | 10 25 | 2 500 | 0 D | naters | : 5 |
| 500/655 Good Proces couled makes | Rad Characteristic Security and h | com rds flavolation t | TA Y M | 3-deor | Batch | • State (| • fue | Man look of | · Boo | | | | | | | | | km • | EuroP | CAP | zaik S | sters |
| Total posterior | 500 1.4T | 279900 | 5821 | ATTORN | P.T | 99/5500 | | 200/2000 | 5,6 | M | 79 | 20% | 78 | 9 | \$ | | | 161 | 8 | 2 | 196 | |
| | 500 1.4T auto | 295 200 | 6133 | 4/1368 | P.T | 103/5000 | - | 206/3000 | SF | A | 8.1 | 204 | 7.8 | 7 | 5 | \$ | 5 | \$ | \$ | 8 | 153 | 4 |
| 1 0 | 500 LAT esseesse | 324900 | 6740 | 4/1368 | P.T | 118/5750 | 105 | 230/3000 | 5/F | M | 7.4 | 211 | 7,8 | 7 | S | 5 | 5 | \$ | 5 | 8 | 195 | 20 |
| | S00 L4T esseesse auto | 240 200 | 7053 | 4/1308 | P-T | 118/5750 | | 230/3000 | 5/F | A | 7,6 | 209 | 7,8 | 7 | 3 | 5 | S | 8 | S | S | 155 | |
| | 500C 1,4T | 316 600 | 5577 | 471368 | P-T | 99/5500 | 96 | 206/3000 | 5/F | M | 7,9 | 205 | 7,8 | 7 | 8 | 8 | S | 5 | S | S | 155 | 13 |
| | 9000 1.41 auto | 3772 3000 | 6890 | 4/1500 | P.7 | 10035000 | | 206/2000 | KK | 4 | 8.1 | 994 | 7.6 | 2 | | - 60 | | -6 | -0 | 20 | 153 | |

NOTES

- The **PRICES** shown are the latest available at the time of going to press. Our deadline occurred before 25 March 2015. Readers should check with a dealer before making a decision.
- The **HP** payment calculations are based on a 10% deposit, the current interest rate and a 54-month repayment period with no residual at the end.
- Under **ENGINE** we list the number of cylinders and the cubic capacity in cm³. Here, V = V-shaped engine layout; H = horizontally-opposed engine layout; The absence of an initial symbol implies an in-line engine layout.
- FUEL SUPPLY abbreviations are P = petrolengined; D = diesel-engined; T = turbocharged, a compressor driven by exhaust gases; S = supercharged, a compressor driven by the engine; P/H = petrol-hybrid and E = electric.
- **POWER** lists the maximum power in kiloWatts at the relevant engine revolutions per minute.
- ➤ POWER/MASS is given in Watts per kilogram of vehicle mass. We only show this figure for the models we have tested because we weigh every test car.
- TORQUE lists the maximum torque in Newton metres at the lowest relevant engine revolutions per minute. Note that many modern engines develop maximum torque over a range of revolutions.
- ➤ Under **GEARS** we list the number of ratios as well as whether the vehicle has F= front, R = rear or 4 = four-wheel drive. In addition, x2 = high and low range and 2-4 = a part-time 4WD. For example, 5x2/2-4 refers to 5 speeds plus dual range and selectable 4WD.
- The symbols used for TRANS are M = any transmission with a foot-operated clutch;

- A = any transmission without a foot-operated clutch. On many such gearboxes there is often a manual change option; V = a CVT auto transmission. This has an infinite range of ratios, but usually allows the driver to also shift manually.
- **0-100 km/h** is the quickest time our testers were able achieve on a level road with a full tank of fuel and one passenger. If we haven't tested a particular model it is the manufacturer's claimed figure.
- MAX SPEED is the vehicle's manufacturer's claim.
- FUEL CONSUMP is CAR's fuel index given in litres/100 km. This is calculated from a combination of the manufacturer's figures, our road test figures and a multiplying factor realising a real-world figure that most motorists should be able to achieve. If we haven't tested that particular model it is an estimate. NOTE: These estimates are reviewed from time to time as more information becomes available.
- Under AIRBAGS we list the number of airbags fitted as standard.
- The next six columns are self-explanatory, and refer to possible additional equipment. The symbols used are S = standard, O = optional. Otherwise the feature is not available.
- Under CO₂ we list the manufacturer's official claimed carbon dioxide emissions figure in g/km. A dash implies that these values were not available at the time of going to press.
- The last column lists the road test date when applicable. Copies of these road tests are available for a fee. Phone 021 530 3100 for details.
- The **EuroNCAP** rating is model dependant and might differ from South African specification.

Prices correct up to 25 March 2015.

Please note some of these prices have been updated in our road tests, which were signed off later.

THE CAR GUIDE SHOWS:

- 1. All models currently available on the South African market, listed by manufacturer.
- **2.** We also list the models in five separate categories in price order.
- 3. There are two horizontal strips associated with each range of models. The first one lists common features and the second one enumerates good and bad features, some replacement dates and posible rival choices.



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PRICE (R)

PASSENGER CARS-

| MANUAL | |
|--|--------------------|
| Chery QQ3 0,8 TE | 88 900 |
| Datsun Go 1,2 Mid | 91 300 |
| Geely LC 1,0 GC2 GS | 92 990 |
| Chery QQ3 0,8 TX Geely LC 1,3 GL | 99 900 99 990 |
| Geely MK Hatch 1,5 GL | 99 990 |
| FAW V2 1,3 DLX | 99 995 |
| Tata Indica 1,4 LE | 99 995 |
| Chevrolet Spark Lite 1,0 LS | 101 200 |
| Datsun Go 1,2 Lux | 102 500 |
| Geely MK Sedan 1,5 GL Chery QQ3 1,1 TXE | 104 990 109 900 |
| Suzuki Celerio 1,0 GA | 109 900 |
| FAW V2 1,3 #Like | 109 995 |
| Tata Indica 1,4 LGi | 113 995 |
| Tata Indica 1,4 LGi Sport | 117 995 119 500 |
| Chevrolet Spark 1,2 Campus Suzuki Celerio 1,0 GL | 124 900 |
| Suzuki Splash 1,2 GA | 125 900 |
| Hyundai i10 1,1 Motion | 127 900 |
| Chevrolet Spark 1,2 L | 129 500 |
| Chery J1 1,3 TE | 129 900 |
| Mitsubishi Mirage 1,2 GL Renault Sandero 66kW turbo | 129 900 |
| Expression | 129 900 |
| Proton Saga 1,3 GL | 129 995 |
| Tata Vista 1,4 Ini Bounce | 129 995 |
| Suzuki Swift Hatch 1,2 GA Honda Brio Hatch 1,2 Trend | 130 400 132 200 |
| Suzuki Swift DZire Sedan 1,2 GA | 132 400 |
| Toyota Etios Hatch 1,5 Xi | 132 400 |
| Volkswagen Take up! 1,0 | 133 500 |
| Suzuki Splash 1,2 GL | 135 400 |
| Kia Picanto 1,0 LX Hyundai i10 1,25 Fluid | 136 995 138 500 |
| Chevrolet Spark 1,2 LS | 138 800 |
| Toyota Etios Sedan 1,5 Xi | 138 900 |
| Chery J21,5TX | 139 900 |
| Mitsubishi Mirage 1,2 GLX | 139 900 |
| Suzuki Swift Hatch 1,2 GL | 140 400 |
| Volkswagen Move up! 1,0 Toyota Etios Hatch 1,5 Xs | 140 500 141 400 |
| Chevrolet Aveo Hatch 1,6 L | 141 900 |
| Ford Figo 1,4 Ambiente | 141 900 |
| Suzuki Swift DZire Sedan 1,2 GL | 142 400 |
| Tata Vista 1,4 Aura | 142 995 |
| Chevrolet Spark 1,2 LS Black&White Edition | 143 200 |
| Volkswagen Polo Vivo Hatch 1,4 Conceptline | 143 800 |
| Peugeot 107 1,0 Urban | 144 000 |
| Honda Brio Amaze Sedan 1,2 Trend | 144 400 |
| Tata Manza 1,4 Ini | 144 995 |
| MG MG31,5 | 145 000 |
| Honda Brio Hatch 1,2 Comfort Nissan Micra 1,2 Visia+ | 145 100 146 100 |
| Chevrolet Aveo Sedan 1,6 L | 146 500 |
| Hyundai i10 1,25 Glide | 146 900 |
| Kia Picanto 1,2 EX | 146 995 |
| Toyota Etios Sedan 1,5 Xs | 147 700 |
| Hyundai Grand i10 1,25 Motion | 147 900 |
| Volkswagen Polo Vivo Hatch 1,4 Blueline | 148 900 |
| Volkswagen Polo Vivo Sedan 1,4 Conceptline | 149 800 |
| Ford Figo 1,4TDCi Ambiente | 149 900 |
| Mitsubishi Mirage 1,2 GLS Peugeot 208 3-door 1,0 Access | 149 900 149 900 |
| Renault Sandero 66kW turbo | |
| Dynamique Proton Saga 1,6 XSE | 149 900 149 995 |
| Tata Vista 1,4 Ignis | 150 495 |
| Chevrolet Spark 1,2 LT | 151 300 |
| Ford Figo 1,4 Trend | 151 900 |
| Toyota Etios Hatch 1,5 Xs Sport | 153 500 |
| Honda Brio Amaze Sedan 1,2 Comfort Volkswagen Polo Vivo Sedan 1,4 | 154 700 |
| workswanen Polo VIVo Sedan I A | 154 000 |
| Blueline | 154 900 |
| | 155 300 |
| Peugeot 107 1,0 Trendy Chevrolet Aveo Sedan 1,6 LS | |
| Peugeot 107 1,0 Trendy | 155 300 |
| Blueline Peugeot 107 1,0 Trendy Chevrolet Aveo Sedan 1,6 LS Volkswagen Polo Vivo Hatch 1,4 | 155 300 158 600 |

| | PRICE (R) |
|---|-------------------------------|
| Tata Manza 1,4 Ignis | 162 995 |
| Ford Ikon 1,6 Ambiente Volkswagen Polo Vivo Sedan 1,4 | 163 900 |
| Trendline | 164 600 |
| Geely Emgrand 7 1,8 GL Luxury | 164 990 |
| MG MG3 1,5 Wired | 165 000 |
| Renault Clio 55kW Authentique | 167 900 |
| Toyota Yaris 1,0 | 167 900 168 800 |
| Peugeot 208 5-door 1,0 Access Citroën C1 VTi 82 Feel | 168 900 |
| Volkswagen Polo Vivo Sedan 1,6 | |
| Trendline | 170 100 |
| Volkswagen Polo Vivo Hatch 1,6 | 171 500 |
| Comfortline Geely Emgrand 7 1,8 GT Executive | 174 990 |
| Fiat 500 1,2 Pop | 175 400 |
| Nissan Micra 1,5 Tekna | 176 800 |
| Kia Rio Hatch 1,2 | 176 995 |
| Kia Rio Sedan 1,2 | 176 995 |
| Volkswagen Polo Vivo Hatch 1,6 GT | 177 200 |
| Volkswagen Polo Vivo Sedan 1,6 | 177 500 |
| Comfortline | |
| Honda Jazz 1,2 Trend MG MG3 1,5 Style | 179 900 179 900 |
| Nissan Almera 1,5 Acenta | 181 500 |
| Proton Satria Neo 1,6 CPS | 182 995 |
| Toyota Corolla Quest 1,6 | 183 900 |
| Citroën C3 VTi 68 Attraction | 184 900 |
| Hyundai i20 1,2 Motion | 184 900 |
| Opel Corsa 1,0T Essentia | 185 500 |
| Proton Persona Elegance 1,6 EL | 187 995 |
| Mazda Mazda 21,5 Active | 188 000 |
| Peugeot 208 5-door 1,2 Access | 189 500 |
| Opel Adam 1,4 | 189 900 |
| Fiat 500 1,2 Lounge Citroën C3 VTi 82 Attraction | 190 900 191 900 |
| Ford Fiesta 5-door 1,4 Ambiente | 194 030 |
| Toyota Yaris 1,3 | 194 300 |
| Volkswagen Polo Sedan 1,4 Trendline | 194 600 |
| Citroën C1 VTi 82 Airscape Feel | 194 900 |
| Suzuki Swift Hatch 1,4 GLS | 195 900 |
| Chevrolet Sonic Hatch 1,4 LS | 196 700 |
| Volkswagen Polo Hatch 1,2TSI | 198 600 |
| Trendline Toyota Caralla Quaet 1 6 Plus | 100 000 |
| Toyota Corolla Quest 1,6 Plus Ford Fiesta 5-door 1,0T Trend | 198 900 199 900 |
| Mazda Mazda2 1,5 Dynamic | 199 900 |
| Renault Clio 66kW turbo Expression | 199 900 |
| Kia Rio Hatch 1,4 | 199 995 |
| Kia Rio Sedan 1,4 | 199 995 |
| Peugeot 208 5-door 1,2 Active | 200 900 |
| Chevrolet Sonic Sedan 1,4 LS | 201 600 |
| Chevrolet Sonic Hatch 1,6 LS | 203 800 |
| Honda Ballade 1,5 Trend | 204 800 |
| Ford Fiesta 5-door 1,4 Trend Honda Jazz 1,2 Comfort | 204 900 |
| | 204 900 |
| Hyundai i20 1,4 Fluid Chevrolet Sonic Hatch 1,6 LS | - 7 |
| Black&White Edition | 205 700 |
| Citroën C3 VTi 82 Seduction | 205 900 |
| Hyundai Accent Sedan 1,6 Motion | 205 900 |
| Chevrolet Sonic Sedan 1,6 LS | 208 700 |
| Chery J3 1,6 TXE | 209 900 |
| GWM C50T 1,5T Lux | 209 900 209 900 |
| Opel Adam 1,0T Jam Ford Fiesta 5-door 1,6TDCi Ambiente | 210 030 |
| Volkswagen Polo Sedan 1,4 | |
| Comfortline | 210 100 |
| Mazda Mazda2 1,5 Individual | 211 400 |
| Ford Focus Sedan 1,0T Ambiente | 212 900 |
| Kia Rio Hatch 1,4 Tec | 212 995 |
| Kia Rio Sedan 1,4 Tec | 212 995 |
| Opel Corsa 1,0T Enjoy Fiat 500C 1,2 Pop | 216 200 216 400 |
| Ford Fiesta 5-door 1,6TDCi Trend | 216 900 |
| Volkswagen Polo Sedan 1,6 Trendline | 217 700 |
| Ford Focus Hatch 1,0T Ambiente | 217 900 |
| Renault Clio 66kW turbo Dynamique | 217 900 |
| Toyota Auris 1,3 X | 217 900 |
| TOYOTA AUTO 1,0 A | 218 400 |
| Fiat 500 1,4 Lounge | |
| Fiat 500 1,4 Lounge Ford Fiesta 5-door 1,0T Titanium | 219 900 |
| Fiat 500 1,4 Lounge Ford Fiesta 5-door 1,0T Titanium GWM C50T 1,5T Elite | 219 900 219 900 |
| Fiat 500 1,4 Lounge Ford Fiesta 5-door 1,0T Titanium GWM C50T 1,5T Elite Volkswagen Polo Hatch 1,2TSI | |
| Fiat 500 1,4 Lounge Ford Fiesta 5-door 1,0T Titanium GWM C50T 1,5T Elite Volkswagen Polo Hatch 1,2TSI Comfortline | 219 900 221 100 |
| Fiat 500 1,4 Lounge Ford Fiesta 5-door 1,0T Titanium GWM CSOT 1,5T Elite Volkswagen Polo Hatch 1,2TSI Comfortline Citroën DS3 VTi 82 Design | 219 900 221 100 222 900 |
| Fiat 500 1,4 Lounge Ford Fiesta 5-door 1,0T Titanium GWM C50T 1,5T Elite Volkswagen Polo Hatch 1,2TSI Comfortline | 219 900 221 100 |

| Toyota Corolla 1,3 Esteem | PRICE (R) 224 600 |
|--|----------------------|
| Renault Clio 66kW turbo GT-Line | 224 900 |
| Ford Focus Sedan 1,0T Trend | 229 900 |
| Volkswagen Polo Sedan 1,6 Comfortline | 231 200 |
| Nissan Sentra 1,6 Acenta | 231 300 |
| Honda Ballade 1,5 Elegance | 232 500 |
| Chevrolet Cruze Sedan 1,6 L | 232 700 |
| Mazda Mazda3 Hatch 1,6 Original | 232 900 |
| Mazda Mazda3 Sedan 1,6 Original Opel Adam 1,0T Glam | 232 900 232 900 |
| Chevrolet Sonic Hatch 1,4T RS | 232 400 |
| Volkswagen Polo Hatch 1,2TDI | 233 500 |
| BlueMotion | |
| Suzuki Swift Hatch 1,6 Sport | 233 900 234 900 |
| Ford Focus Hatch 1,0T Trend Honda Jazz 1,5 Elegance | 234 900 |
| Hyundai Accent Hatch 1,6 Fluid | 234 900 |
| Toyota Corolla 1,6 Esteem | 236 200 |
| Opel Corsa 1,0T Cosmo | 236 300 |
| Peugeot 208 5-door 1,6 Allure | 238 900 |
| Volkswagen Polo Hatch 1,2TSI Highline | 241 500 |
| Mazda Mazda3 Hatch 1,6 Active | 242 900 |
| Mazda Mazda3 Sedan 1,6 Active | 242 900 |
| Toyota Auris 1,6 Xi | 242 900 |
| Toyota Corolla 1,3 Prestige | 243 500 |
| Renault Fluence 1,6 Expression Chevrolet Cruze Hatch 1,6 LS | 244 900 245 300 |
| Citroën DS3 Cabrio VTi 82 Design | 245 300 |
| Chevrolet Cruze Sedan 1,6 LS | 248 200 |
| Honda Jazz 1,5 Dynamic | 249 900 |
| MG MG6 saloon 1,8T Comfort | 249 900 |
| Toyota Corolla 1,6 Prestige | 252 900 |
| Audi A1 3-door 1,2T S | 253 000 |
| Mazda Mazda3 Hatch 1,6 Dynamic | 253 100 253 100 |
| Mazda Mazda3 Sedan 1,6 Dynamic Toyota Corolla 1,4D-4D Esteem | 253 600 |
| Kia Cerato Hatch 1,6 EX | 253 995 |
| Kia Cerato Sedan 1,6 EX | 253 995 |
| Toyota Auris 1,6 XS | 255 200 |
| Fiat 500C 1,4 Lounge | 255 400 |
| Volkswagen Polo Sedan 1,6TDI Comfortline | 258 300 |
| Opel Astra Sedan 1,6 Essentia | 259 000 |
| Opel Astra Hatch 1,6 Essentia | 259 000 |
| Chevrolet Cruze Sedan 1,4T LS | 259 700 |
| Citroën C4 VTi 120 Attraction | 259 900 |
| MG MG6 saloon 1,8T Luxury Renault Mégane Hatch 81kW | 259 900 |
| Dynamique | 259 900 |
| Renault Mégane Coupé 81kW | 259 900 |
| Dynamique | |
| Volkswagen Jetta 1,2TSI Trendline Toyota Corolla 1,6 Sprinter | 259 900 260 200 |
| Audi A1 Sportback 1,2T S | 260 500 |
| Citroën DS3 VTi 120 Style | 261 900 |
| Hyundai Elantra 1,6 Premium | 261 900 |
| Chevrolet Cruze Hatch 1,4T LS | 262 300 |
| Toyota Corolla 1,8 Prestige | 263 400 |
| Honda Civic Sedan 1,8 Comfort | 263 800 |
| Citroën DS3 e-HDi 90 Style Fiat 500S Cabriolet 1,4 | 263 900 264 900 |
| Ford Focus Sedan 1,5T Trend | 265 900 |
| Toyota Corolla 1,4D-4D Prestige | 266 400 |
| Volkswagen Golf 1,2TSI Trendline | 270 200 |
| Opel Astra Sedan 1,4 Turbo Essentia | 270 500 |
| Opel Astra Hatch 1,4 Turbo Essentia | 270 500 |
| MG MG6 saloon 1,8T R Comfort | 270 900 |
| Audi A1 3-door 1,4T S Ford Focus Hatch 1,5T Trend | 271 000 271 900 |
| Citroën C4 VTi 120 Seduction | 275 900 |
| Ford Fiesta 3-door ST | 275 900 |
| Peugeot 308 1,2T Active | 275 900 |
| Volkswagen Jetta 1,4TSI Trendline | 277 400 |
| Hyundai i30 1,6 Premium | 277 900 |
| Volkswagen Beetle 1,2TSI Design | 278 100 |
| Audi A1 Sportback 1,4T S Abarth 500 1,4T | 278 500 279 900 |
| Opel Astra Sedan 1,4 Turbo Enjoy | 281 700 |
| Opel Astra Hatch 1,4 Turbo Enjoy | 281 700 |
| Toyota Auris 1,6 XR | 282 600 |
| Audi A1 3-door 1,6TDI SE | 284 000 |
| Citroën DS3 Cabrio VTi 120 Style | 284 900 |
| Renault Fluence 2,0 Dynamique | 284 900 |
| Toyota Corolla 1,8 Exclusive Volkswagen Golf 1,4TSI Trendline | 285 300 285 600 |
| VOINGVVageri Goil 1,4101 Helluille | 200 000 |
| | |

| | PRICE (R |
|--|--------------------|
| Kia Cerato Hatch 2,0 EX | 285 995 |
| Kia Cerato Sedan 2,0 EX | 285 995 |
| Chevrolet Cruze Sedan 2,0D LS | 288 300 289 900 |
| MG MG6 saloon 1,8T Deluxe Renault Mégane Hatch 97kW turbo | |
| GT Line | 289 900 |
| Renault Mégane Coupé 97kW turbo GT Line | 289 900 |
| Audi A1 3-door 1,4T SE | 291 000 |
| Honda Civic Hatch 1,8 Elegance | 291 200 |
| Audi A1 Sportback 1,6TDI SE | 291 500 |
| Citroën DS4 VTi 120 Design | 291 900 292 400 |
| Volkswagen Jetta 1,4TSI Comfortline Mazda Mazda3 Hatch 2,0 Individual | 293 600 |
| Mazda Mazda3 Sedan 2,0 Individual | 293 600 |
| Citroën DS3 THP 155 Sport | 294 900 |
| Hyundai Veloster 1,6 Executive | 294 900 |
| Alfa Romeo MiTo 1,4TBi Distinctive | 295 400 |
| Citroën C4 VTi 120 Exclusive Citroën C4 e-HDi 110 Seduction | 295 900 296 900 |
| Audi A1 Sportback 1,4T SE | 298 500 |
| Hyundai i30 1,8 Executive | 299 900 |
| MG MG6 saloon 1,8T Comfort RG | 299 900 |
| Motorsport Edition Opel Astra Sedan 1,6 Turbo Cosmo | 302 500 |
| MINI Cooper Hatch 3-door | 303 500 |
| Honda Civic Sedan 1,8 Elegance | 305 600 |
| Volkswagen Golf 1,4TSI Comfortline | 306 200 |
| Volkswagen Jetta 1,6TDI Comfortline | 307 700 |
| MG MG6 saloon 1,8T R Deluxe | 309 900 |
| Peugeot 208 3-door GTi Volvo V40 T3 Essential | 309 900 310 400 |
| MINI Cooper Hatch 5-door | 312 500 |
| MINI Cooper Coupé | 314 142 |
| Volvo V40 D2 Essential | 315 700 |
| Alfa Romeo MiTo 1,4TBi Quadrifoglio Verde | 315 900 |
| Kia Cerato Hatch 2,0 SX | 315 995 |
| Kia Cerato Sedan 2,0 SX | 315 995 |
| Opel Astra Hatch 1,6 Turbo Sport | 316 700 |
| Abarth 500C 1,4T | 316 900 |
| Honda Civic Sedan 1,8 Executive | 317 200 |
| Honda Civic Hatch 1,8 Executive Citroën DS3 Cabrio THP 155 Sport | 317 200 317 900 |
| Citroën DS3 THP 155 Ultra Prestige | 324 900 |
| Volkswagen Golf 2,0TDI Comfortline | 325 400 |
| Audi A3 3-door 1,2T S | 326 000 |
| Abarth 500 1,4T esseesse | 329 900 |
| Peugeot 308 1,2T GT Line MG MG6 saloon 1,8T Deluxe RG | 329 900 |
| Motorsport Edition | 330 900 |
| MINI Cooper Convertible | 331 257 |
| Volkswagen Golf 1,4TSI Highline | 333 000 |
| Audi A3 Sportback 1,2T S | 333 500 333 900 |
| Suzuki Kizashi 2,4 SDLX Audi A3 3-door 1,4T S | 334 000 |
| Toyota 86 2,0 standard | 334 600 |
| Renault Mégane Hatch 162kW | 339 900 |
| turbo GT Renault Mégane Coupé 162kW | 000 000 |
| turbo GT | 339 900 |
| Volkswagen Golf Cabriolet 1,4TSI Comfortline | 340 500 |
| Audi A3 Sportback 1,4T S | 341 500 |
| Kia Cerato Koup 1,6T | 341 995 |
| Mazda Mazda6 2,0 Active | 342 000 |
| BMW 118i 3-door | 342 923 344 250 |
| Opel Astra GTC 1,6 Turbo Sport Volkswagen Beetle 1,4TSI Sport | 344 400 |
| Alfa Romeo Giulietta 1,4TBi | 344 900 |
| Distinctive | 344 900 |
| Honda Civic Hatch 1,6i-DTEC Executive | 349 400 |
| MINI Cooper Roadster | 349 757 |
| Ford Focus ST 1 | 350 900 |
| BMW 118i 5-door | 351 923 |
| Volkswagen Scirocco 1,4TSI Highline Volvo V40 T4 Excel | 355 200 355 400 |
| Volvo S60 T3 Essential | 356 400 |
| BMW 120i 3-door | 364 642 |
| Abarth 500C 1,4T esseesse | 366 900 |
| Volkswagen Passat 1,8TSI Comfortline | 368 000 |
| Audi A3 Sedan 1,4T SE | 369 500 |
| Audi A3 3-door 1,8T SE | 371 500 |
| Audi A4 1,8T 88kW S | 371 500 |
| MINI Cooper S Hatch 3-door | 371 847 |
| BMW 120i 5-door | 374 142 |
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| Citroën DS4 HDi 160 Sport | 375 900 |
| Toyota 86 2,0 Limited Edition | 376 100 |
| Toyota 86 2,0 high | 376 300 |
| Honda CR-Z hybrid | 376 600 |
| Mercedes-Benz A200 | 376 642 |
| Citroën DS4 THP 200 Sport | 377 900 |
| MINI Cooper S Coupé | 378 168 |
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| Audi A3 Sportback 1,8T SE | 379 000 |
| MINI Cooper S Hatch 5-door | 383 052 |
| Volkswagen Passat 2,0TDI | 386 700 |
| Comfortline | 000700 |
| Peugeot 508 1,6T Active | 387 900 |
| Audi A3 Sedan 1,8T SE | 389 000 |
| Renautlt Mégane RS Lux 265 | 389 900 |
| Ford Focus ST 3 | 394 900 |
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| Volvo S60 T4 Excel | 396 100 |
| BMW 316i | 396 436 |
| Audi A4 1,8T S | 398 000 |
| Subaru BRZ 2,0 | 399 000 |
| MINI Cooper S Convertible | 402 975 |
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| Mercedes-Benz A200CDI | 404 400 |
| Audi A4 2,0TDIe S | 404 500 |
| Volkswagen Golf GTI | 407 800 |
| Mercedes-Benz CLA200 | 408 429 |
| Infiniti Q50 2,2d | 410 000 |
| BMW 120d 5-door | 410 500 |
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| Audi A4 1,8T SE | 413 000 |
| BMW 220i Coupé | 413 257 |
| MINI Cooper S Roadster | 414 475 |
| Audi A4 2,0TDI SE | 421 500 |
| BMW 320i | 435 462 |
| Mercedes-Benz C180 | 437 418 |
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| BMW 125i 3-door | 437 488 |
| MINI John Cooper Works Coupé | 437 912 |
| BMW 220d Coupé | 443 500 |
| Audi A3 Cabriolet 1,4T S | 444 000 |
| BMW 125i 5-door | 446 488 |
| | 440 400 |
| MINI John Cooper Works Hatch 3-door | 447 591 |
| | 450 500 |
| Audi S1 3-door quattro | 452 500 |
| BMW 228i Coupé | 452 988 |
| Mercedes-Benz C200 | 459 731 |
| Audi S1 Sportback quattro | 460 000 |
| MINI John Cooper Works Convertible | |
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| BMW 320d | 465 500 |
| BMW 320d Mercedes-Benz C180 Coupé | |
| BMW 320d | 465 500 |
| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5 THP 200 Sport | 465 500 468 875 |
| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5 THP 200 Sport MINI John Cooper Works Roadster | 465 500 468 875 469 900 472 322 |
| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5 THP 200 Sport MINI John Cooper Works Roadster Subaru WRX Premium | 465 500 468 875 469 900 472 322 473 700 |
| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5THP 200 Sport MINI John Cooper Works Roadster Subaru WRX Premium Audi A3 Cabriolet 1,8T SE | 465 500 468 875 469 900 472 322 473 700 474 000 |
| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5 THP 200 Sport MINI John Cooper Works Roadster Subaru WRX Premium Audí A3 Cabriolet 1,8T SE Mercedes-Benz C220 Bluetec | 465 500 468 875 469 900 472 322 473 700 474 000 482 000 |
| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5 THP 200 Sport MINI John Cooper Works Roadster Subaru WRX Premium Audi A3 Cabriolet 1,8T SE Mercedes-Benz C220 Bluetec Opel Astra OPC | 465 500 468 875 469 900 472 322 473 700 474 000 482 000 486 500 |
| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5 THP 200 Sport MINI John Cooper Works Roadster Subaru WRX Premium Audí A3 Cabriolet 1,8T SE Mercedes-Benz C220 Bluetec | 465 500 468 875 469 900 472 322 473 700 474 000 482 000 |
| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5 THP 200 Sport MINI John Cooper Works Roadster Subaru WRX Premium Audi A3 Cabriolet 1,8T SE Mercedes-Benz C220 Bluetec Opel Astra OPC | 465 500 468 875 469 900 472 322 473 700 474 000 482 000 486 500 |
| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5 THP 200 Sport MINI John Cooper Works Roadster Subaru WRX Premium Audi A3 Cabriolet 1,8T SE Mercedes-Benz C220 Bluetec Opel Astra OPC Wolkswagen Golf R | 465 500 468 875 469 900 472 322 473 700 474 000 482 000 486 500 489 783 501 100 |
| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5 THP 200 Sport MINI John Cooper Works Roadster Subaru WRX Premium Audi A3 Cabriolet 1,8T SE Mercedes-Benz C220 Bluetec Opel Astra OPC BMW 220i Convertible Volkswagen Golf R BMW 420i Coupé | 465 500 468 875 469 900 472 322 473 700 474 000 482 000 486 500 489 783 501 100 507 962 |
| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5THP 200 Sport MINI John Cooper Works Roadster Subaru WRX Premium Audi A3 Cabriolet 1,8T SE Mercedes-Benz C220 Bluetec Opel Astra OPC BMW 220i Convertible Volkswagen Golf R BMW 420i Coupé BMW 328i | 465 500 468 875 469 900 472 322 473 700 474 000 482 000 486 500 489 783 501 100 507 962 507 975 |
| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5THP 200 Sport MINI John Cooper Works Roadster Subaru WRX Premium Audi A3 Cabriolet 1,8T SE Mercedes-Benz C220 Bluetec Opel Astra OPC BMW 220i Convertible Volkswagen Golf R BMW 420i Coupé BMW 328i Audi S3 3-door quattro | 465 500 468 875 469 900 472 322 473 700 474 000 482 000 486 500 489 783 501 100 507 962 507 975 524 000 |
| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5 THP 200 Sport MINI John Cooper Works Roadster Subaru WRX Premium Audi A3 Cabriolet 1,8T SE Mercedes-Benz C220 Bluetec Opel Astra OPC BMW 220i Convertible Volkswagen Golf R BMW 420i Coupé BMW 328i MW 328i MW 328i MW 328i MW 328i Convertible | 465 500 468 875 469 900 472 322 473 700 474 000 482 000 486 500 489 783 501 100 507 962 507 975 |
| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5THP 200 Sport MINI John Cooper Works Roadster Subaru WRX Premium Audi A3 Cabriolet 1,8T SE Mercedes-Benz C220 Bluetec Opel Astra OPC BMW 220i Convertible Volkswagen Golf R BMW 420i Coupé BMW 328i Audi S3 3-door quattro | 465 500 468 875 469 900 472 322 473 700 474 000 482 000 486 500 489 783 501 100 507 962 507 975 524 000 |
| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5 THP 200 Sport MINI John Cooper Works Roadster Subaru WRX Premium Audi A3 Cabriolet 1,8T SE Mercedes-Benz C220 Bluetec Opel Astra OPC BMW 220i Convertible Volkswagen Golf R BMW 420i Coupé BMW 328i MW 328i MW 328i MW 328i MW 328i Convertible | 465 500 468 875 469 900 472 322 473 700 474 000 482 000 486 500 507 962 507 975 524 000 529 001 |
| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5 THP 200 Sport MINI John Cooper Works Roadster Subaru WRX Premium Audi A3 Cabriolet 1,8T SE Mercedes-Benz C220 Bluetec Opel Astra OPC BMW 220 Convertible Volkswagen Golf R BMW 420i Coupé BMW 328i Audi S3 3-door quattro BMW 228i Convertible BMW 228i Convertible BMW 220 Coupé Peugeot RCZ 1,6T | 465 500 468 875 469 900 472 322 473 700 474 000 482 000 489 783 501 100 507 962 507 975 524 000 529 001 539 900 |
| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5THP 200 Sport MINI John Cooper Works Roadster Subaru WRX Premium Audi A3 Cabriolet 1,8T SE Mercedes-Benz C220 Bluetec Opel Astra OPC BMW 220i Convertible Volkswagen Golf R BMW 420i Coupé BMW 328i Audi S3-door quattro BMW 228i Convertible BMW 420d Coupé Peugeot RC2 1,6T BMW M135i 3-door | 465 500 468 875 469 900 472 322 473 700 474 000 482 000 486 500 489 783 501 100 507 962 507 975 524 000 539 410 539 900 540 477 |
| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5 THP 200 Sport MINI John Cooper Works Roadster Subaru WRX Premium Audi A3 Cabriolet 1,8T SE Mercedes-Benz C220 Bluetec Opel Astra OPC BMW 220i Convertible Volkswagen Golf R BMW 420i Coupé BMW 328i Audi S33-door quattro BMW 228i Convertible BMW 420d Coupé Peugeot RCZ 1,6T BMW M135i 3-door BMW M135i 5-door | 465 500 468 875 469 902 472 322 473 700 474 000 482 000 486 500 489 783 501 100 507 962 507 975 524 000 529 001 539 410 539 900 540 477 549 977 |
| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5 THP 200 Sport MINI John Cooper Works Roadster Subaru WRX Premium Audi A3 Cabriolet 1,8T SE Mercedes-Benz C220 Bluetec Opel Astra OPC BMW 220i Convertible Volkswagen Golf R BMW 420i Coupé BMW 328i Audi S33-door quattro BMW 228i Convertible BMW 420d Coupé Peugeot RC2 1,8T BMW M135i 3-door BMW M135i 5-door BMW M135i 5-door BMW M135i 5-door BMW M135i 5-door BMW M135i Coupé | 465 500 468 875 469 900 472 322 473 700 474 000 482 000 486 500 489 783 507 962 507 975 524 000 539 410 539 410 539 400 540 477 549 977 567 079 |
| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5 THP 200 Sport MINI John Cooper Works Roadster Subaru WRX Premium Audi A3 Cabriolet 1,8T SE Mercedes-Benz C220 Bluetec Opel Astra OPC BMW 220i Convertible Volkswagen Golf R BMW 420i Coupé BMW 328i Audi S33-door quattro BMW 228i Convertible BMW 420d Coupé Peugeot RCZ 1,6T BMW M135i 3-door BMW M135i 5-door | 465 500 468 875 469 902 472 322 473 700 474 000 482 000 486 500 489 783 501 100 507 962 507 975 524 000 529 001 539 410 539 900 540 477 549 977 |
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| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5 THP 200 Sport MINI John Cooper Works Roadster Subaru WRX Premium Audi A3 Cabriolet 1,8T SE Mercedes-Benz C220 Bluetec Opel Astra OPC BMW 220i Convertible Volkswagen Golf R BMW 420i Coupé BMW 228i Convertible MW 420c Coupé BMW 228i Convertible BMW 420d Coupé BMW 228i Convertible BMW 410d Coupé BMW M135i 3-door BMW M135i 5-door BMW M135i Coupé BMW M24 SDrive20i BMW 424 SDrive20i BMW 425i Coupé BMW 426i Coupé | 465 500 468 875 469 900 472 322 473 700 474 000 482 000 488 500 489 783 501 100 507 965 529 001 539 410 539 410 539 477 549 977 567 079 586 501 |
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| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5 THP 200 Sport MINI John Cooper Works Roadster Subaru WRX Premium Audi A3 Cabriolet 1,8T SE Mercedes-Benz C220 Bluetec Opel Astra OPC BMW 220i Convertible Volkswagen Golf R BMW 420i Coupé BMW 420i Coupé BMW 228i Convertible BMW 420d Coupé BMW 328i Convertible BMW 420d Coupé BMW 420d Coupé BMW M135i 3-door BMW M135i 5-door BMW M135i 5-door BMW M135i 5-door BMW M25i Coupé BMW 420 Coupé BMW 420 Coupé BMW 420 Coupé BMW X25i Coupé BMW X25i Coupé BMW X25i Coupé BMW 420i Convertible Subaru WRX STI Premium Nissan 370Z Coupé BMW M235i Convertible BMW 24 s Drive 28i BMW 428i Convertible BMW 24 s Drive 28i BMW 426i Convertible BMW 24 s Drive 25i | 465 500 468 875 469 900 474 700 472 322 473 700 474 000 482 000 482 000 482 000 507 962 507 975 524 000 539 400 539 400 539 400 540 477 549 97 |
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| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5 THP 200 Sport MINI John Cooper Works Roadster Subaru WRX Premium Audi A3 Cabriolet 1,8T SE Mercedes-Benz C220 Bluetec Opel Astra OPC BMW 220i Convertible Volkswagen Golf R BMW 420i Coupé BMW 420i Coupé BMW 228 Convertible BMW 428 Convertible BMW 4280 Coupé BMW 4200 Convertible Subaru WRX STI Premium Nissan 370Z Coupé Mercedes-Benz SLK200 BMW M235i Convertible BMW 24 sDrive28i BMW 428i Convertible BMW 24 sDrive28i BMW 428i Convertible BMW 24 sDrive28i BMW 44 Coupé Porsche Cayman GT4 BMW M4 Coupé Porsche Cayman GT4 BMW M4 Convertible Aston Martin V8 Vantage | 465 500 468 875 469 900 474 700 482 000 482 000 482 000 482 000 507 962 529 001 539 410 539 410 539 410 539 901 540 477 549 977 549 977 549 977 549 977 549 675 000 648 599 651 605 670 001 696 650 1016 118 1088 118 1136 000 |
| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5 THP 200 Sport MINI John Cooper Works Roadster Subaru WRX Premium Audi A3 Cabriolet 1,8T SE Mercedes-Benz C220 Bluetec Opel Astra OPC BMW 220i Convertible Volkswagen Golf R BMW 420i Coupé BMW 220i Convertible Now 420i Coupé BMW 228i Coupé BMW 228i Convertible BMW 4204 Coupé Peugeot RCZ 1,6T BMW M135i 3-door BMW M135i 5-door BMW M135i 5-door BMW M135i 5-door BMW M25i Coupé BMW 420 Coupé BMW 428 Coupé BMW 425i Convertible Subaru WRX STI Premium Nissan 370Z Coupé BMW 426i Convertible BMW 428i Coupé BMW 428i Coupé BMW 428i Coupé BMW 428i Convertible BMW 35i Convertible BMW 35i Convertible BMW 45i Sorive35i | 465 500 468 875 469 900 472 322 473 700 474 000 482 000 482 000 489 783 501 100 507 965 524 000 529 001 539 410 539 410 539 410 539 400 540 477 549 977 567 079 586 501 625 000 640 800 640 800 640 800 640 800 640 800 640 800 641 800 642 800 643 800 643 800 643 800 643 800 643 800 644 800 645 800 646 800 647 800 648 800 648 800 649 800 649 800 640 800 640 800 640 800 640 800 |
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| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5 THP 200 Sport MINI John Cooper Works Roadster Subaru WRX Premium Audi A3 Cabriolet 1,8T SE Mercedes-Benz C220 Bluetec Opel Astra OPC Wiswagen Golf R BMW 420i Coupé BMW 320i Audi S33-door quattro BMW 420i Coupé BMW 323i Audi S33-door quattro BMW 420d Coupé Peugeot RCZ 1,8T BMW M135i 3-door BMW M135i 3-door BMW M25i Coupé BMW 235i Coupé BMW 248i Coupé BMW 248i Coupé BMW X28i Convertible BMW 420 Convertible Subaru WRX STI Premium Nissan 370Z Coupé Mercedes-Benz SLX200 BMW M235i Convertible BMW 24 s Drive 25i BMW 42 s Drive 25i BMW 42 s Drive 25i BMW 42 s Drive 25i BMW M35i S-door BMW M35i Coupé BMW 25 Convertible Subaru WRX STI Premium Nissan 370Z Coupé Mercedes-Benz SLX200 BMW M235i Convertible BMW 24 s Drive 25i BMW M4 Convertible BMW 24 s Drive 25i BMW M3 BMW M4 Coupé Porsche Cayman GT4 BMW M4 Convertible Aston Martin V8 Vantage N430 Aston Martin V8 Vantage roadster Aston Martin V8 Vantage S | 465 500 468 875 469 900 472 322 473 700 474 000 482 000 482 000 489 783 501 100 507 965 524 000 529 001 539 410 539 410 539 410 539 400 540 477 549 977 567 079 586 501 625 000 640 800 640 800 640 800 640 800 640 800 640 800 641 800 642 800 643 800 643 800 643 800 643 800 643 800 644 800 645 800 646 800 647 800 648 800 648 800 649 800 649 800 640 800 640 800 640 800 640 800 |
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| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5 THP 200 Sport MINI John Cooper Works Roadster Subaru WRX Premium Audi A3 Cabriolet 1,8T SE Mercedes-Benz C220 Bluetec Opel Astra OPC Wiswagen Golf R BMW 420i Coupé BMW 320i Audi S33-door quattro BMW 420i Coupé BMW 323i Audi S33-door quattro BMW 420d Coupé Peugeot RCZ 1,8T BMW M135i 3-door BMW M135i 3-door BMW M25i Coupé BMW 235i Coupé BMW 248i Coupé BMW 248i Coupé BMW X28i Convertible BMW 420 Convertible Subaru WRX STI Premium Nissan 370Z Coupé Mercedes-Benz SLX200 BMW M235i Convertible BMW 24 s Drive 25i BMW 42 s Drive 25i BMW 42 s Drive 25i BMW 42 s Drive 25i BMW M35i S-door BMW M35i Coupé BMW 25 Convertible Subaru WRX STI Premium Nissan 370Z Coupé Mercedes-Benz SLX200 BMW M235i Convertible BMW 24 s Drive 25i BMW M4 Convertible BMW 24 s Drive 25i BMW M3 BMW M4 Coupé Porsche Cayman GT4 BMW M4 Convertible Aston Martin V8 Vantage N430 Aston Martin V8 Vantage roadster Aston Martin V8 Vantage S | 465 500 468 875 469 900 472 322 473 700 474 000 482 000 482 000 489 783 501 100 507 962 507 975 524 000 529 001 539 410 539 410 539 900 540 477 549 977 567 079 586 501 586 988 589 9001 625 000 640 800 649 509 640 800 649 501 836 657 670 001 696 501 836 651 1016 118 1068 118 1068 118 1136 000 1 780 000 1 895 000 |
| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5 THP 200 Sport MiNI John Cooper Works Roadster Subaru WRX Premium Audi A3 Cabriolet 1,8T SE Mercedes-Benz C220 Bluetec Opel Astra OPC BMW 220i Convertible Volkswagen Golf R BMW 420i Coupé BMW 220i Convertible John 420i Coupé BMW 220i Convertible BMW 420i Coupé BMW 323i Gonvertible BMW 420d Coupé BMW 323i Gonvertible BMW 420d Coupé BMW 135i 3-door BMW M135i 5-door BMW M135i 5-door BMW M135i 5-door BMW M135i 5-door BMW M25i Coupé BMW 24 sDrive20i BMW 425i Coupé BMW 425i Convertible Subaru WRX STI Premium Nissan 370Z Coupé BMW 426i Convertible Subaru WRX STI Premium Nissan 370Z Coupé BMW 428i Convertible BMW 426i Convertible | 465 500 468 875 469 900 472 322 473 700 474 000 482 000 482 000 489 783 501 100 507 962 507 975 524 000 529 001 539 410 539 410 539 410 539 900 540 477 549 977 567 079 586 501 586 988 589 9001 625 000 640 800 649 599 651 605 670 001 696 501 836 657 1016 118 1068 118 1136 000 1 780 000 1 895 000 1 895 000 1 895 000 1 895 000 1 895 000 1 895 000 1 895 000 1 895 000 |
| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5 THP 200 Sport MiNI John Cooper Works Roadster Subaru WRX Premium Audi A3 Cabriolet 1,8T SE Mercedes-Benz C220 Bluetec Opel Astra OPC BMW 220i Convertible Volkswagen Golf R BMW 420i Coupé BMW 420c Coupé BMW M135i 3-door BMW M135i 3-door BMW M135i 5-door BMW M135i 5-door BMW M135i 5-door BMW M235i Coupé BMW 420i Coupé BMW 420i Coupé BMW 420i Convertible Subaru WRX STI Premium Nissan 370Z Coupé Mercedes-Benz SLK200 BMW M235i Convertible BMW 24 s Drive28i BMW 428i Convertible BMW 24 s Drive28i BMW 428i Convertible BMW 24 Sprive28i BMW 426i Convertible BMW 24 Sprive28i BMW 427 Sprive28i BMW 428i Convertible BMW 74 Sprive28i BMW 44 Corvertible BMW 74 Sprive35i BMW M3 BMW M4 Coupé Porsche Cayman GT4 BMW M4 Corvertible Aston Martin V8 Vantage roadster Aston Martin V8 Vantage roadster Aston Martin V8 Vantage roadster | 465 500 468 875 469 900 474 72 322 473 700 474 000 482 000 482 000 482 000 507 965 507 975 524 000 529 001 539 410 539 410 539 410 539 400 540 477 549 977 567 079 586 501 625 000 640 800 640 800 640 800 640 800 616 605 670 001 686 501 686 501 106 118 1068 118 1136 000 1 213 000 1 895 000 1 895 000 1 895 000 1 895 000 1 895 000 1 895 000 1 895 000 1 895 000 1 895 000 |
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| BMW 320d Mercedes-Benz C180 Coupé Citroën DS5 THP 200 Sport MiNI John Cooper Works Roadster Subaru WRX Premium Audi A3 Cabriolet 1,8T SE Mercedes-Benz C220 Bluetec Opel Astra OPC BMW 220i Convertible Volkswagen Golf R BMW 420i Coupé BMW 220i Convertible John 420i Coupé BMW 220i Convertible BMW 420i Coupé BMW 323i Gonvertible BMW 420d Coupé BMW 323i Gonvertible BMW 420d Coupé BMW 135i 3-door BMW M135i 5-door BMW M135i 5-door BMW M135i 5-door BMW M135i 5-door BMW M25i Coupé BMW 24 sDrive20i BMW 425i Coupé BMW 425i Convertible Subaru WRX STI Premium Nissan 370Z Coupé BMW 426i Convertible Subaru WRX STI Premium Nissan 370Z Coupé BMW 428i Convertible BMW 426i Convertible | 465 500 468 875 469 900 474 72 322 473 700 474 000 482 000 482 000 482 000 507 965 507 975 524 000 529 001 539 410 539 410 539 410 539 400 540 477 549 977 567 079 586 501 625 000 640 800 640 800 640 800 640 800 616 605 670 001 686 501 686 501 106 118 1068 118 1136 000 1 213 000 1 895 000 1 895 000 1 895 000 1 895 000 1 895 000 1 895 000 1 895 000 1 895 000 1 895 000 |

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PRICE (R)

PASSENGER CARS-AUTOMATIC

Suzuki Celerio 1,0 GL 135 900 Hyundai i10 1,1 Motion 139 900 Kia Picanto 1.0 LX 148 995 Suzuki Splash 1,2 Gl 150 400 Hvundai i10 1.25 Fluid 151 900 Suzuki Swift Hatch 1,2 GL 155 400 Suzuki Swift DZire Sedan 1,2 GL 157 400 Honda Brio Hatch 1,2 Comfort 157 700 158 995 Proton Saga 1,6 XSE 162 995 Honda Brio Amaze Sedan 1,2 Comfort 167 600 Hyundai Grand i 10 1,25 Fluid 168 900 Chevrolet Aveo Sedan 1,6 LS 172 100 Volkswagen Polo Vivo Hatch 1,4 Trendline Volkswagen Polo Vivo Sedan 1,4 179 900 Trendline 184 440 Fiat 500 1,2 Pop Proton Persona Elegance 1,6 EL 192 995 Nissan Almera 1,5 Acenta 193 200 Ford Fiesta 5-door 1,0T Ambiente 199 900 Toyota Corolla Quest 1,6 199 900 Fiat 500 1,2 Lounge 199 940 206 500 209 900 Ford Fiesta 5-door 1,0T Trend Suzuki Swift Hatch 1,4 GLS 210 900 Mazda Mazda2 1,5 Dynamic Kia Rio Hatch 1,4 211 995 Kia Rio Sedan 1,4 smart fortwo 1,0 Coupé mhd pure 214 000 Hyundai i20 1,4 Fluid 214 900 Opel Corsa 1,4 Enjoy 216 500 Honda Ballade 1,5 Trend 219 500 Chevrolet Sonic Sedan 1,6 LS 219 600 Honda Jazz 1.2 Comfort 221 900 Mazda Mazda2 1,5 Individual 222 800 Kia Rio Hatch 1.4 Tec 224 995 Kia Rio Sedan 1,4 Tec 224 995 Fiat 500C 1,2 Pop 225 440 Peugeot 208 5-door 1,6 Active 226 300 Fiat 500 1,4 Lounge 227 440 229 900 smart fortwo 1,0 Coupé mhd pulse Hyundai Accent Sedan 1,6 Fluid 244 900 Hyundai Accent Hatch 1,6 Fluid Volkswagen Polo Sedan 1,6 246 200 Comfortline 247 200 Honda Ballade 1,5 Elegance smart fortwo 1.0t Cabrio passion 249 000 Honda Jazz 1,5 Elegance 249 900 Nissan Sentra 1,6 Acenta 254 000 Peugeot 208 5-door 1,6 Allure 254 900 Mazda Mazda3 Hatch 1,6 Dynamic 256 400 Mazda Mazda3 Sedan 1,6 Dynamic 256 400 Volkswagen Polo Hatch 1,2TSI Mazda Mazda2 1,5DE Hazumi Toyota Corolla 1,6 Prestige Fiat 500C 1,4 Lounge 264 440 Honda Jazz 1,5 Dynamic 264 900 Kia Cerato Hatch 1.6 EX 265 995 Kia Cerato Sedan 1.6 EX 265 995 Fiat 500S Cabriolet 1.4 273 940 Tovota Yaris Hybrid 276 300 Citroën DS3 VTi 120 Style 276 900 Hyundai Elantra 1,6 Premium 276 900 Honda Civic Sedan 1.8 Comfort 277 500 Ford Focus Sedan 1,5T Trend 279 900 Ford Focus Hatch 1,5T Trend 284 900 Audi A1 3-door 1,4T S 288 500 Citroën C4 VTi 120 Seduction 290 900 Opel Astra Sedan 1,4 Turbo Enjoy 292 000 Renault Fluence 2,0 Dynamique Audi A1 Sportback 1,4T S Toyota Auris 1,6 XR Toyota Corolla 1,8 Exclusive 296 800 Hyundai i30 1,6 Premium 297 900 Kia Cerato Hatch 2.0 EX 297 995

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| Kia Cerato Sedan 2,0 EX | 297 995 |
| Mazda Mazda3 Hatch 2,0 Individual | 299 600 |
| Mazda Mazda3 Sedan 2,0 Individual | 299 600 |
| Honda Civic Hatch 1,8 Elegance | 306 500 |
| Volkswagen Jetta 1,4TSI Comfortline | 308 400 |
| Audi A1 3-door 1,4T SE | 308 500 |
| Renault Clio RS 200 Lux Chevrolet Cruze Sedan 2,0D LT | 309 900 312 600 |
| Hyundai Veloster 1,6 Executive | 314 900 |
| Volkswagen Polo GTI | 315 100 |
| Audi A1 Sportback 1,4T SE | 316 000 |
| Honda Civic Sedan 1,8 Elegance | 319 600 |
| MINI Cooper Hatch 3-door | 320 400 |
| Volkswagen Golf 1,4TSI Comfortline | 321 200 |
| Volkswagen Jetta 1,6TDI Comfortline | 323 700 |
| Mazda Mazda3 Hatch 2,0 Astina | 326 300 |
| Mazda Mazda3 Sedan 2,0 Astina | 326 300 |
| Kia Cerato Hatch 2,0 SX | 327 995 |
| Kia Cerato Sedan 2,0 SX | 327 995 |
| MINI Cooper Hatch 5-door | 329 400 |
| Honda Civic Sedan 1,8 Executive | 331 200 |
| Honda Civic Hatch 1,8 Executive Abarth 500C 1,4T | 332 000 332 200 |
| MINI Cooper Coupé | 333 094 |
| Volkswagen Jetta 1,4TSI Highline | 335 600 |
| Renault Clio RS 200 Cup | 339 900 |
| Abarth 500 1,4T esseesse | 345 200 |
| Citroën DS4 THP 160 Style | 347 900 |
| Ford Fusion 1,5T Trend | 349 900 |
| Suzuki Kizashi 2,4 SDLX | 349 900 |
| MINI Cooper Convertible | 350 004 |
| Audi A3 3-door 1,4T S | 351 000 |
| Kia Cerato Koup 1,6T | 353 995 |
| Volkswagen Golf Cabriolet 1,4TSI Comfortline | 355 500 |
| Toyota Auris XR HSD | 356 500 |
| Mazda Mazda6 2,0 Active | 358 000 |
| Audi A3 Sportback 1,4T S | 358 500 |
| Audi A1 3-door 1,4T S-line | 359 000 |
| Volkswagen Beetle 1,4TSI Sport | 359 400 |
| Volkswagen Jetta 2,0TDI Highline | 360 900 |
| BMW 118i 3-door | 361 333 |
| Audi A1 Sportback 1,4T S-line | 366 500 |
| Audi A3 3-door 1,6TDI S MINI Cooper Roadster | 368 500 368 504 |
| Ford Fusion 2,0T Trend | 369 900 |
| BMW 118i 5-door | 370 334 |
| Mazda Mazda6 2,5 Dynamic | 373 000 |
| Volvo V40 T4 Excel | 373 300 |
| Audi A3 Sportback 1,6TDI S | 376 000 |
| Alfa Romeo Giulietta 1,4TBi Exclusive | 377 400 |
| Volkswagen Golf 2,0TDI Highline | 377 900 |
| Abarth 500C 1,4T esseesse | 382 200 |
| BMW 120i 3-door | 382 334 |
| Volkswagen Passat 1,8TSI | 383 000 |
| Comfortline Valve V40 D2 Excel | |
| Volvo V40 D3 Excel Audi A3 Sedan 1,4T SE | 385 200 386 500 |
| MINI Cooper S Hatch 3-door | 387 618 |
| Audi A3 3-door 1,8T SE | 388 500 |
| Volvo S60 T3 Excel | 390 700 |
| Citroën DS4 HDi 160 Sport | 390 900 |
| Honda CR-Z hybrid | 391 000 |
| BMW 120i 5-door | 391 834 |
| Mercedes-Benz A200 | 394 334 |
| Toyota 86 2,0 high | 395 300 |
| MINI Cooper S Coupé | 395 991 |
| Audi A3 Sportback 1,8T SE | 396 000 |
| MINI Cooper S Hatch 5-door | 398 823 |
| Mazda Mazda6 2,5 Individual | 399 500 |
| Volkswagen Passat 2,0TDI Comfortline | 401 700 |
| Volkswagen Golf Cabriolet 1,4TSI Highline | 403 700 |
| Volvo V40 D4 Excel | 403 700 |
| Mazda Mazda6 2,2DE Dynamic | 404 000 |
| Audi A3 Sedan 1,8T SE | 406 000 |
| Honda Accord 2,0 Elegance | 408 400 |
| Peugeot 508 1,6T Allure | 408 900 |
| Subaru BRZ 2,0 | 409 000 |
| Volkswagen CC 1,8TSI | 411 400 413 000 |
| Audi A3 Sportback 2,0TDI SE BMW 316i | 414 436 |
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| Volvo S60 T4 Excel Volkswagen Scirocco 2,0TSI | 417 000 |
| Sportline Alfa Romeo Giulietta 1750TBi | 419 100 |
| Quadrifoglio Verde | 419 900 |
| MINI Cooper S Convertible | 420 901 |
| Volvo V40 T5 Excel Mercedes-Benz A200CDI | 421 200 422 400 |
| Volkswagen Golf GTI | 422 800 |
| Audi A3 Sedan 2,0TDI SE | 423 000 |
| Audi A4 2,0TDI S | 423 500 |
| Ford Fusion 2,0T Titanium | 424 900 |
| Mercedes-Benz CLA200 | 426 326 |
| Audi A3 3-door 1,8T quattro Lexus CT 200h E | 427 500 428 400 |
| BMW 120d 5-door | 428 500 |
| Audi A4 1,8T SE | 430 000 |
| Infiniti Q50 2,0T Premium | 430 000 |
| Toyota Prius HSD Exclusive | 430 200 |
| BMW 220i Coupé | 430 436 |
| Mazda Mazda6 2,2DE Atenza MINI Cooper S Roadster | 430 500 432 401 |
| Audi A3 Sportback 1,8T quattro | 435 000 |
| Audi A4 2,0TDI SE | 438 500 |
| Citroën DS5 THP 155 Style | 438 900 |
| Hyundai Sonata 2,4 Elite | 439 900 |
| Infiniti Q50 2,2d Premium | 440 000 |
| Mercedes-Benz A220CDI | 444 400 |
| Audi A3 Sedan 1,8T quattro Volvo S60 D4 Excel | 445 000 445 800 |
| Ford Fusion 2,0TDCi Titanium | 449 900 |
| Nissan Leaf | 450 600 |
| Volkswagen Golf GTI Cabriolet | 452 000 |
| BMW 320i | 452 847 |
| Volkswagen CC 2,0TSI | 454 300 |
| MINI John Cooper Works Coupé | 455 838 |
| Volkswagen CC 2,0TDI | 455 900 |
| Mercedes-Benz C180 BMW 125i 3-door | 456 739 456 973 |
| Audi A3 Cabriolet 1,4T S | 461 000 |
| BMW 220d Coupé | 461 500 |
| Mercedes-Benz CLA220 CDI | 465 600 |
| BMW 125i 5-door | 465 973 |
| MINI John Cooper Works Hatch 3-door | 467 436 |
| BMW 228i Coupé | 470 373 |
| Honda Accord 2,4 Executive | 471 300 |
| Lexus ES 250 EX | 471 800 |
| Audi A4 2,0T SE | 473 000 |
| Citroën DS5 HDi 160 Sport | 476 900 |
| Infiniti Q50 2,0T Sport Volvo S60 T5 Excel | 477 000 477 300 |
| Mercedes-Benz C200 | 477 300 |
| Mercedes-Benz A250 Sport | 481 273 |
| MINI John Cooper Works Convertible | |
| BMW 320d | 483 500 |
| Infiniti Q50 2,2d Sport | 487 000 |
| Mercedes-Benz C180 Coupé | 487 170 |
| Volkswagen Scirocco R MINI John Copper Works Readstor | 489 300 |
| MINI John Cooper Works Roadster Subaru WRX Premium | 490 248 490 900 |
| Audi A3 Cabriolet 1,8T SE | 491 000 |
| Mercedes-Benz C220 Bluetec | 500 500 |
| BMW 220i Convertible | 506 962 |
| Lexus IS 350 E | 507 400 |
| Volvo S60 D5 Elite | 511 500 |
| Volkswagen Golf R Audi A5 Coupé 2,0TDI SE | 516 100 521 000 |
| BMW 420i Coupé | 525 449 |
| BMW 328i | 525 770 |
| Subaru Legacy 3,6 R-S Premium | 529 000 |
| Mercedes-Benz C250 | 529 749 |
| Volkswagen CC 3,6 V6 4Motion | 535 300 |
| Volvo S60 T6 Elite | 539 900 |
| Audi S33-door quattro | 541 000 |
| Peugeot RCZ 1,6T BMW 228i Convertible | 542 900 545 873 |
| Audi A5 Coupé 2,0T SE | 548 000 |
| | 548 500 |
| Audi 53 Sportback quattro | |
| Audi S3 Sportback quattro Audi A4 2,0T quattro | 553 000 |
| | 553 000 553 100 |
| Audi A4 2,0T quattro | |

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| Audi TT Coupé 2,0T | 558 000 |
| Lexus IS 350 EX Audi S3 Sedan quattro | 558 100 |
| BMW M135i3-door | 558 500 559 243 |
| Mercedes-Benz CLA250 Sport 4Mati | |
| BMW M135i 5-door | 568 743 |
| Audi A5 Coupé 2,0T quattro | 571 500 |
| Mercedes-Benz C250 Coupé Mercedes-Benz C250CDI Coupé | 573 012 573 849 |
| Honda Accord 3,5 V6 Exclusive | 576 300 |
| Audi A6 2,0T SE | 581 000 |
| Volvo S60 T6 AWD R-Design | 582 800 |
| Abarth 695 Tributo Ferrari | 584 990 |
| Infiniti Q50S Hybrid BMW M235i Coupé | 585 000 585 846 |
| BMW 330d | 592 423 |
| Audi A5 Cabriolet 2,0TDI SE | 594 000 |
| Jaguar XF 2,2D Luxury | 598 799 |
| Audi A6 2,0TDI SE BMW 520i | 601 000 |
| Chrysler 300C 3,6 Luxury Series | 601 449 601 990 |
| Audi A43,0TDI quattro | 603 500 |
| BMW 428i Coupé | 604 270 |
| Audi A43,0T quattro | 605 000 |
| BMW Z4 sDrive20i Infiniti Q50S Hybrid AWD | 606 201 611 000 |
| Lexus IS 350 F-Sport | 615 000 |
| BMW 420i Convertible | 616 488 |
| Jaguar XF 2,0 i4 Luxury | 618 026 |
| Infiniti Q60 Coupé 3,7 GT | 618 687 |
| Audi A5 Cabriolet 2,0T SE BMW 520d | 620 500 634 000 |
| Mercedes-Benz E200 | 635 778 |
| Infiniti Q60 Coupé 3,7 S | 641 270 |
| Audi S3 Cabriolet quattro | 641 500 |
| Audi TT Coupé 2,0T quattro | 642 000 |
| Audi A5 Cabriolet 2,0T quattro Infiniti Q70 3,7 GT | 645 000 651 154 |
| Audi A6 3,0TDI SE | 654 000 |
| BMW 335i | 654 527 |
| Nissan 370Z Coupé | 659 000 |
| Mercedes-Benz A45 AMG 4Matic Lexus GS 350 EX | 659 717 |
| Mercedes-Benz E250 Coupé | 663 000 663 557 |
| Mercedes-Benz SLK200 | 667 381 |
| Jaguar XF 2,2D Premium Luxury | 669 999 |
| BMW M235i Convertible | 670 166 |
| Infiniti Q70 3,0d GT Mercedes-Benz E250 | 672 539 673 278 |
| Audi A5 Coupé 3,0TDI quattro | 674 000 |
| Infiniti Q60 Coupé 3,7 S Premium | 674 569 |
| Audi A5 Coupé 3,0T quattro | 676 000 |
| Mercedes-Benz E250CDI | 681 642 |
| Mercedes-Benz C350 Coupé Chrysler 300C 3,0CRD Luxury Series | 682 214 683 990 |
| Mercedes-Benz E250CDI Coupé | 684 123 |
| Jaguar XF 2,0 i4 Premium Luxury | 688 126 |
| BMW Z4 sDrive28i | 689 701 |
| Infiniti Q70 3,0d S Mitsubishi Lancer Evolution X | 696 759 |
| Infiniti Q60 Cabrio 3,7 GT Premium | 699 900 701 687 |
| Infiniti Q703,7 GT Premium | 708 205 |
| Mercedes-Benz SLK250 | 712 086 |
| BMW 428i Convertible | 713 988 |
| BMW 528i BMW ActiveHybrid 3 | 723 257 723 949 |
| Infiniti Q70 3,0d GT Premium | 729 590 |
| Infiniti Q70 3,7 S Premium | 732 426 |
| Lexus GS 350 F-Sport | 735 300 |
| Mercedes-Benz CLA45 AMG 4Matic | 741 617 744 500 |
| Audi S4 quattro Mercedes-Benz E250 Cabriolet | 749 278 |
| Audi A5 Cabriolet 3,0TDI quattro | 749 500 |
| Audi A5 Cabriolet 3,0T quattro | 751 500 |
| Infiniti Q70 3,0d S Premium | 753 810 |
| BMW 435i Coupé Mercedes-Benz CLS250CDI | 754 027 761 847 |
| Porsche Boxster | 771 000 |
| Porsche Cayman | 774 000 |
| Chrysler 300C SRT8 | 777 990 |
| Jaguar XF 3,0 Supercharged R-Sport | |
| Audi S5 Coupé quattro Audi A6 3,0TDI quattro | 791 000 811 000 |
| Addi Addi Di qualli d | 011000 |
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| Porsche Boxster S | 815 000 |
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| BMW 530d | 817 936 |
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| Audi A6 3,0T quattro | 823 000 |
| BMW 535i | 833 527 |
| Mercedes-Benz E300 BlueTec Hybrid | 835 000 |
| Mercedes-Benz E350 BlueTec | 841 096 |
| Mercedes-Benz SLK350 | 856 022 |
| Jaguar XF 3,0 Supercharged | 857 170 |
| Premium Luxury | |
| BMW 435i Convertible | 857 746 |
| Jaguar XF 3,0D S Premium Luxury | 864 227 |
| BMW Z4 sDrive35i | 865 637 |
| Mercedes-Benz E400 | 867 469 |
| | |
| Audi S5 Cabriolet quattro | 868 500 |
| Porsche Cayman S | 870 000 |
| Mercedes-Benz E400 Coupé | 885 348 |
| Jaguar F-Type Coupé | 889 196 |
| Mercedes-Benz CLS400 | 894 053 |
| BMW ActiveHybrid 5 | 894 475 |
| Mercedes-Benz CLS350 BlueTec | 895 257 |
| Jaguar F-Type Convertible | 904 696 |
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| Jaguar XJ i4 Luxury | 913 350 |
| Lexus GS 450h SE | 919 900 |
| BMW Z4 sDrive35is | 923 337 |
| Porsche Boxster GTS | 928 000 |
| BMW 535d | 943 847 |
| Mercedes-Benz E400 Cabriolet | 980 869 |
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| Porsche Cayman GTS | 998 000 |
| Audi S6 quattro | 1 006 500 |
| Mercedes-AMG C63 | 1 012 087 |
| Jaguar F-Type S Coupé | 1 028 696 |
| Audi RS5 Coupé quattro | 1 029 500 |
| Jaguar F-Type S Convertible | 1 034 796 |
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| Alfa Romeo 4C Coupé | 1 050 000 |
| BMW M3 | 1 063 592 |
| Mercedes-Benz C63 AMG Coupé | 1 069 716 |
| Mercedes-Benz E500 Coupé | 1 074 431 |
| BMW 550i | 1 075 605 |
| BMW 640i Coupé | 1 080 335 |
| | 1 095 031 |
| Mercedes-Benz E500 | $\overline{}$ |
| Audi RS5 Cabriolet quattro | 1 110 000 |
| Mercedes-Benz SLK55 AMG | 1 113 595 |
| BMW M4 Coupé | 1 115 592 |
| BMW 640d Coupé | 1 120 360 |
| BMW 640i Gran Coupé | 1 127 540 |
| Mercedes-Benz CLS500 | 1 128 105 |
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| Mercedes-Benz E500 Cabriolet | 1 144 142 |
| Porsche 911 Carrera Coupé | 1 146 000 |
| BMW 640d Gran Coupé | 1 167 668 |
| BMW 640i Convertible | 1 169 246 |
| Mercedes-AMG C63 S | 1 171 495 |
| Audi A8 3,0TDI quattro | 1 182 000 |
| BMW 740i | 1 182 066 |
| | 1 102 000 |
| Mercedes-Benz C63 AMG Coupé Edition 507 | 1 191 716 |
| | 1 204 072 |
| BMW 730d | 1 204 873 |
| Mercedes-AMG C63 Edition 1 | 1 224 087 |
| Jaguar XJ 3,0 Supercharged | 1 246 370 |
| Premium Luxury | |
| Jaguar XJ 3,0D Premium Luxury | 1 259 133 |
| BMW M4 Convertible | 1 260 516 |
| BMW ActiveHybrid 7 | 1 261 399 |
| Porsche 911 Carrera 4 Coupé | 1 262 000 |
| Mercedes-Benz SL400 | 1 267 253 |
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| Jaguar XFR | 1 270 990 |
| Maserati Ghibli Diesel | 1 281 000 |
| Porsche 911 Carrera Cabriolet | 1 287 000 |
| Porsche 911 Carrera S Coupé | 1 317 000 |
| Mercedes-Benz S350 BlueTec | 1 324 391 |
| Maserati Ghibli | 1 335 000 |
| Mercedes-Benz S400 Hybrid | 1 338 901 |
| Mercedes-AMG C63 S Edition 1 | 1 346 495 |
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| Audi A8 L 3,0TDI quattro | 1 349 500 |
| Mercedes-Benz S350 BlueTec L | 1 361 399 |
| Mercedes-Benz S400 L | 1 371 054 |
| Mercedes-Benz S400 Hybrid L | 1 375 601 |
| Porsche 911 targa 4 | 1 395 000 |
| Porsche 911 Carrera 4 Cabriolet | 1 396 000 |
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| Jaguar XFR-S | 1 400 990 |
| Lexus LS 460 | 1 403 800 |
| BMW M5 | 1 403 991 |
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| Porsche 911 Carrera 4S Coupé | 1 419 000 |
| Porsche 911 Carrera 4S Coupé | 1 419 000 1 438 105 |
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PRICE (R)

415 000

Audi A4 1.8T S

| | PRICE (R) |
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| BMW 650i Gran Coupé | 1 479 605 |
| Jaguar F-Type V8 S Convertible Porsche 911 Carrera GTS Coupé | 1 483 111 1 484 000 |
| Nissan GT-R Premium Edition | 1 490 000 |
| Mercedes-Benz E63 AMG | 1 502 986 |
| BMW 750i | 1 507 605 1 514 000 |
| Audi A8 4,2TDI quattro BMW 650i Convertible | 1 515 029 |
| Jaguar XJ L 3,0D Portfolio | 1517033 |
| Jaguar XJ L 3,0 Supercharged Portfolio | 1 536 170 |
| Nissan GT-R Black Edition | 1 542 000 |
| Audi S8 quattro | 1 544 500 |
| Porsche 911 targa 4S | 1 555 000 |
| Porsche 911 Carrera 4S Cabriolet Maserati Ghibli S | 1 560 000 1 574 000 |
| Porsche 911 Carrera 4 GTS Coupé | 1 587 000 |
| Maserati Quattroporte Diesel | 1 593 000 |
| Porsche 911 Carrera GTS Cabriolet Mercedes-Benz CLS63 AMG S | 1 609 000 1 611 389 |
| Mercedes-Benz SL500 | 1611944 |
| Jaguar F-Type R Coupé | 1612411 |
| BMW 750Li | 1 640 605 |
| Mercedes-Benz E63 AMG S Mercedes-AMG GT | 1 644 591 1 651 850 |
| Audi R8 4,2 quattro | 1 655 000 |
| Audi A8 L 4,2TDI quattro | 1 684 000 |
| BMW M6 Coupé | 1 690 389 |
| Mercedes-Benz S500 Porsche 911 Carrera 4 GTS Cabriolet | 1 721 742 1 727 000 |
| Porsche 911 targa 4 GTS | 1727 000 |
| BMW i8 eDrive Coupé | 1 755 000 |
| Mercedes-Benz S500 L | 1760 442 |
| BMW M6 Gran Coupé Aston Martin V8 Vantage | 1 761 389 1 795 000 |
| BMW M6 Convertible | 1 803 209 |
| Audi R8 4,2 Spyder quattro | 1 824 500 |
| Aston Martin V8 Vantage N430 Mercedes-Benz S500 Coupé | 1 880 000 1 921 618 |
| Maserati GranTurismo | 1 959 000 |
| Maserati Quattroporte S | 1 977 000 |
| Mercedes-AMG GT S | 1 991 670 |
| Aston Martin V8 Vantage roadster Aston Martin V8 Vantage S | 1 995 000 1 995 000 |
| Jaguar XJR | 2 041 290 |
| Audi A8 L 6,3 W12 quattro | 2 048 500 |
| Aston Martin V8 Vantage roadster | 2 059 276 |
| N430 | 2 080 000 |
| Mercedes-Benz S500 Coupé Edition 1 | 2 096 618 |
| Mercedes-Benz SL63 AMG Maserati GranTurismo Sport | 2 152 789 2 170 000 |
| Jaguar XJ L 5,0 Supercharged | |
| Supersport | 2 188 590 |
| Aston Martin V8 Vantage S roadster Mercedes-AMG GT S Edition 1 | 2 195 000 2 202 670 |
| Audi R8 5,2 V10 quattro | 2 206 000 |
| Maserati Quattroporte GTS | 2 244 000 |
| Maserati GranTurismo Sport Cambiocorsa | 2 267 000 |
| Mercedes-Benz S600 L | 2 271 574 |
| Porsche 911 GT3 | 2 295 000 |
| Maserati GranCabrio Mercedes-Benz S63 AMG | 2 344 000 2 361 204 |
| Audi R8 5,2 V10 Spyder quattro | 2375 000 |
| Mercedes-Benz S63 AMG L | 2 398 604 |
| Porsche 911 turbo Coupé | 2 439 000 |
| Maserati GranCabrio Sport Audi R8 5,2 V10 plus quattro | 2 487 000 2 510 500 |
| Mercedes-Benz S63 AMG Coupé | 2511 104 |
| Porsche 911 turbo Cabriolet | 2 565 000 |
| Maserati GranTurismo MC Stradale | 2 600 000 |
| Mercedes-Benz S63 AMG Coupé Edition 1 | 2 631 104 |
| Maserati GranCabrio MC | 2 696 000 |
| Mercedes-Benz SL65 AMG | 2 790 990 |
| Aston Martin DB9 coupé Porsche 911 turbo S Coupé | 2 850 000 2 890 000 |
| Aston Martin V12 Vantage S | 2 900 000 |
| Mercedes-Benz S65 AMG L | 2972813 |
| Aston Martin DB9 coupé Carbon Edition | 2 995 000 |
| Aston Martin DB9 Volante | 2 995 000 |
| Aston Martin V12 Vantage S roadster | 3 050 000 |
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| | PRICE (R) |
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| Porsche 911 turbo S Cabriolet | 3 072 000 |
| Mercedes-Benz S65 AMG Coupé | 3 087 013 |
| Aston Martin DB9 Volante Carbon Edition | 3 195 000 |
| Aston Martin Rapide S | 3 195 000 |
| Bentley Continental GT V8 | 3 495 000 |
| Ferrari California T | 3 668 000 |
| Bentley Continental GT V8 Convertible | 3 795 000 |
| Bentley Flying Spur V8 | 3 795 000 |
| Bentley Continental GT V8 S | 3 920 000 |
| Bentley Continental GT W12 | 4 040 000 |
| Ferrari 458 Italia | 4 079 000 |
| Aston Martin Vanquish | 4 195 000 |
| Bentley Continental GT V8 S Convertible | 4 245 000 |
| Aston Martin Vanquish Carbon Edition | 4 295 000 |
| Bentley Continental GT W12 Convertible | 4 345 000 |
| Aston Martin Vanquish Volante | 4 395 000 |
| Bentley Flying Spur W12 | 4 445 000 |
| Aston Martin Vanquish Volante Carbon Edition | 4 495 000 |
| Ferrari 458 Spider | 4610000 |
| Bentley Continental GT Speed W12 | 4 695 000 |
| Lamborghini Huracán LP610-4 | 4 750 000 |
| Ferrari 458 Speciale | 4 977 500 |
| Bentley Continental GT Speed W12 Convertible | 4 995 000 |
| Ferrari FF | 5 150 000 |
| Ferrari 458 Speciale A | 5 445 000 |
| Ferrari F12berlinetta | 5 979 000 |
| Bentley Mulsanne | 6 825 000 |
| Lamborghini Aventador LP700-4 | 7 150 000 |
| Bentley Mulsanne Speed | 7 500 000 |
| Lamborghini Aventador LP700-4 Roadster | 7 500 000 |
| STATION WAGON | S |

STATION WAGONS, MPVS AND **CROSSOVERS**

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|------------------------------------|---------|
| Geely LC Cross 1,3 GL | 109 990 |
| Geely LC Cross 1,5 GX2 GL | 112 990 |
| Fiat Panda 1,2 Pop | 152 990 |
| Toyota Etios Cross 1,5 Xs | 159 800 |
| Suzuki Ertiga 1,4 GA | 160 600 |
| GWM C20R 1,5 | 164 900 |
| FAW Sirius S80 1,3 Comfort | 164 995 |
| Renault Sandero Stepway 66kW turbo | 169 900 |
| Fiat Panda 1,2 Lounge | 169 990 |
| FAW Sirius S80 1,5 | 173 295 |
| Toyota Avanza 1,3 S | 179 400 |
| Suzuki Ertiga 1,4 GL | 180 600 |
| Volkswagen Polo Vivo Maxx 1,6 | 180 900 |
| Honda Mobilio 1,5 Trend | 184 400 |
| GWM M4 1,5 | 189 900 |
| FAW Sirius S80 1,5 Comfort | 189 995 |
| Nissan Livina 1,6 Acenta | 193 600 |
| Suzuki Ertiga 1,4 GLX | 193 600 |
| Toyota Avanza 1,3 SX | 193 900 |
| Suzuki Ertiga 1,4 GL auto | 195 600 |
| Fiat Qubo 1,4 | 200 990 |
| Toyota Avanza 1,5 SX | 201 500 |
| Honda Mobilio 1,5 Comfort | 203 900 |
| Ford EcoSport 1,5 Ambiente | 210 900 |
| Suzuki Ertiga 1,4 GLX auto | 208 600 |
| Nissan Livina X-Gear 1,6 Acenta+ | 209 200 |
| Renault Duster 1,6 Expression | 209 900 |
| Toyota Avanza 1,5 SX auto | 217 400 |
| Honda Mobilio 1,5 Comfort auto | 219 990 |
| Mahindra Xylo 2,2CRDe E2 | 219 995 |
| Renault Duster 1,6 Dynamique | 224 900 |
| Fiat Qubo 1,3 Multijet | 225 990 |
| Toyota Avanza 1,5 TX | 231 400 |
| Ford EcoSport 1,0T Trend | 239 900 |
| Ford EcoSport 1,5TDCi Trend | 244 900 |
| Kia Soul 1,6 Start | 244 995 |
| Mahindra Xylo 2,2CRDe E8 8-seater | 244 995 |
| Renault Duster 1,5dCi Dynamique | 247 900 |
| Volkswagen Cross Polo 1,2TSI | 249 500 |
| Peugeot 2008 1,6 Active | 249 900 |
| Fiat 500L 1,4 Pop Star | 251 900 |
| Fiat 500L 1,4 Easy | 251 900 |
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| Via Caul 1 C Chart auto | 257 000 |
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| Kia Soul 1,6 Start auto | 256 995 |
| Ford EcoSport 1,0T Titanium | 259 900 |
| Opel Meriva 1,4 Turbo Enjoy | 261 500 |
| Ford EcoSport 1,5 Titanium auto | 264 900 |
| Ford EcoSport 1,5TDCi Titanium | 264 900 |
| Suzuki SX4 1,6 GL | 265 900 |
| Fiat 500L 1,4 Lounge | 266 900 |
| | 200 300 |
| Renault Duster 1,5dCi Dynamique 4WD | 267 900 |
| | 000.000 |
| Mazda5 2,0 Original | 268 900 |
| Ford Tourneo Connect 1,0T Ambiente | 269 900 |
| Nissan NV200 Combi 1,6i Visia | 277 900 |
| Nissan Juke 1,2T Acenta+ | 277 900 |
| Peugeot 2008 1,6 Allure | 277 900 |
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| Ford Tourneo Connect 1,0T Ambiente | 269 900 |
| Kia Soul 2,0 Street | 279 995 |
| Mazda5 2,0 Active auto | 283 500 |
| Opel Mokka 1,4 Turbo Enjoy | 288 500 |
| Toyota Innova 2,7 8-seater | 288 600 |
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| Mazda5 2,0 Individual | 294 200 |
| Suzuki SX4 1,6 GLX | 295 900 |
| Chevrolet Orlando 1,8 LS | 298 300 |
| Opel Mokka 1,4 Turbo Enjoy auto | 298 500 |
| Mitsubishi ASX 2,0 GL | 299 900 |
| | 299 900 |
| Nissan Juke 1,5dCi Acenta+ | |
| Volkswagen Caddy 1,6 Trendline | 300 400 |
| Volkswagen Touran 1,2TSI Trendline | 300 400 |
| Nissan NV200 Combi 1,5dCi Visia | 303 900 |
| Kia Soul 1,6D Street | 304 995 |
| | 306 800 |
| Toyota Innova 2,7 7-seater | |
| Mazda5 2,0 Individual auto | 308 500 |
| Fiat 500L 1,6 Multijet Lounge | 310 400 |
| Subaru XV 2,0i | 311 100 |
| Fiat 500L 1,4 T-Jet Trekking | 314 900 |
| Suzuki SX4 1,6 GLX auto | 318 900 |
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| Volkswagen Caddy 2,0TDI Trendline | 319 500 |
| Suzuki SX4 1,6 GLX AllGrip | 319 900 |
| Kia Soul 2,0 Smart auto | 320 995 |
| Subaru XV 2,0i auto | 322 200 |
| Fiat Doblo Panorama 1,6 Multijet | |
| Dynamic | 323 490 |
| Volkswagen Touran 2,0TDI Trendline | 325 000 |
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| Opel Mokka 1,4 Turbo Cosmo | 325 500 |
| Citroën C4 Picasso e-HDi 115 | 325 900 |
| Seduction | |
| Nissan Juke 1,6T Tekna | 325 900 |
| Nissan Juke 1,6T Tekna | 325 900 |
| Mitsubishi ASX 2,0 GLX | 329 900 |
| Opel Mokka 1,4 Turbo Cosmo auto | - |
| Volkswagen Caddy Maxi 2,0TDI | 335 500 |
| | 335 500 |
| | 335 500 |
| Trendline | 337 500 |
| Trendline Volkswagen Touran 2,0TDI Trendline | |
| Trendline Volkswagen Touran 2,0TDI Trendline auto | 337 500 340 000 |
| Trendline Volkswagen Touran 2,0TDI Trendline auto Volkswagen Cross Caddy 2,0TDI | 337 500 340 000 340 600 |
| Trendline Volkswagen Touran 2,0TDI Trendline auto Volkswagen Cross Caddy 2,0TDI Suzuki SX4 1,6 GLX AllGrip auto | 337 500 340 000 340 600 341 900 |
| Trendline Volkswagen Touran 2,0TDI Trendline auto Volkswagen Cross Caddy 2,0TDI | 337 500 340 000 340 600 |
| Trendline Volkswagen Touran 2,0TDI Trendline auto Volkswagen Cross Caddy 2,0TDI Suzuki SX4 1,6 GLX AllGrip auto | 337 500 340 000 340 600 341 900 342 900 |
| Trendline Volkswagen Touran 2,0TDI Trendline auto Volkswagen Cross Caddy 2,0TDI Suzuki SX4 1,6 GLX AllGrip auto Mitsubishi ASX 2,0 GLS | 337 500 340 000 340 600 341 900 |
| Trendline Volkswagen Touran 2,0TDI Trendline auto Volkswagen Cross Caddy 2,0TDI Suzuki SX4 1,6 GLX AllGrip auto Mitsubishi ASX 2,0 GLS Citroën C4 Picasso e-HDi 115 Intensive | 337 500 340 000 340 600 341 900 342 900 |
| Trendline Volkswagen Touran 2,0TDI Trendline auto Volkswagen Cross Caddy 2,0TDI Suzuki SX4 1,6 GLX AllGrip auto Mitsubishi ASX 2,0 GLS Citroën C4 Picasso e-HDi 115 Intensive Kia Soul 1,6D Smart auto | 337 500 340 000 340 600 341 900 342 900 345 995 |
| Trendline Volkswagen Touran 2,0TDI Trendline auto Volkswagen Cross Caddy 2,0TDI Suzuki SX4 1,6 GLX AllGrip auto Mitsubishi ASX 2,0 GLS Citroën C4 Picasso e-HDi 115 Intensive Kia Soul 1,6D Smart auto Volkswagen Touran 1,4TSI Highline | 337 500 340 000 340 600 341 900 342 900 345 900 345 995 346 100 |
| Trendline Volkswagen Touran 2,0TDI Trendline auto Volkswagen Cross Caddy 2,0TDI Suzuki SX4 1,6 GLX AllGrip auto Mitsubishi ASX 2,0 GLS Citroën C4 Picasso e-HDi 115 Intensive Kia Soul 1,6D Smart auto Volkswagen Touran 1,4TSI Highline Mitsubishi ASX 2,0 GLS auto | 337 500 340 000 340 600 341 900 342 900 345 900 345 995 346 100 354 900 |
| Trendline Volkswagen Touran 2,0TDI Trendline auto Volkswagen Cross Caddy 2,0TDI Suzuki SX4 1,6 GLX AllGrip auto Mitsubishi ASX 2,0 GLS Citroën C4 Picasso e-HDi 115 Intensive Volkswagen Touran 1,4TSI Highline Mitsubishi ASX 2,0 GLS auto Subaru XV 2,0i-S auto | 337 500 340 000 340 600 341 900 342 900 345 900 345 995 346 100 354 900 357 500 |
| Trendline Volkswagen Touran 2,0TDI Trendline auto Volkswagen Cross Caddy 2,0TDI Suzuki SX4 1,6 GLX AllGrip auto Mitsubishi ASX 2,0 GLS Citroën C4 Picasso e-HDi 115 Intensive Kia Soul 1,6D Smart auto Volkswagen Touran 1,4TSI Highline Mitsubishi ASX 2,0 GLS auto Subaru XV 2,0F S auto Volvo V40 Cross Country T4 Essential | 337 500 340 000 340 600 341 900 342 900 345 900 345 995 346 100 354 900 |
| Trendline Volkswagen Touran 2,0TDI Trendline auto Volkswagen Cross Caddy 2,0TDI Suzuki SX4 1,6 GLX AllGrip auto Mitsubishi ASX 2,0 GLS Citroën C4 Picasso e-HDi 115 Intensive Kia Soul 1,6D Smart auto Volkswagen Touran 1,4TSI Highline Mitsubishi ASX 2,0 GLS auto Subaru XV 2,0i-S auto Volvo V40 Cross Country T4 Essential Ford Grand Tourneo Connect 1,6T | 337 500 340 000 340 600 341 900 342 900 345 900 345 995 346 100 354 900 357 500 358 800 |
| Trendline Volkswagen Touran 2,0TDI Trendline auto Volkswagen Cross Caddy 2,0TDI Suzuki SX4 1,6 GLX AllGrip auto Mitsubishi ASX 2,0 GLS Citroën C4 Picasso e-HDi 115 Intensive Kia Soul 1,6D Smart auto Volkswagen Touran 1,4TSI Highline Mitsubishi ASX 2,0 GLS auto Subaru XV 2,0F S auto Volvo V40 Cross Country T4 Essential | 337 500 340 000 340 600 341 900 342 900 345 900 345 995 346 100 354 900 357 500 |
| Trendline Volkswagen Touran 2,0TDI Trendline auto Volkswagen Cross Caddy 2,0TDI Suzuki SX4 1,6 GLX AllGrip auto Mitsubishi ASX 2,0 GLS Citroën C4 Picasso e-HDi 115 Intensive Kia Soul 1,6D Smart auto Volkswagen Touran 1,4TSI Highline Mitsubishi ASX 2,0 GLS auto Subaru XV 2,0i-S auto Volvo V40 Cross Country T4 Essential Ford Grand Tourneo Connect 1,6T | 337 500 340 000 340 600 341 900 342 900 345 900 345 995 346 100 354 900 357 500 358 800 |
| Trendline Volkswagen Touran 2,0TDI Trendline auto Volkswagen Cross Caddy 2,0TDI Suzuki SX4 1,6 GLX AllGrip auto Mitsubishi ASX 2,0 GLS Citroën C4 Picasso e-HDi 115 Intensive Kia Soul 1,6D Smart auto Volkswagen Touran 1,4TSI Highline Mitsubishi ASX 2,0 GLS auto Subaru XV 2,0i-S auto Volvo V40 Cross Country T4 Essential Ford Grand Tourneo Connect 1,6T Ittanium auto Nissan Juke 1,6T 4WD Tekna | 337 500 340 000 340 600 341 900 342 900 345 900 345 995 346 100 357 500 358 900 359 900 364 900 |
| Trendline Volkswagen Touran 2,0TDI Trendline auto Volkswagen Cross Caddy 2,0TDI Suzuki SX4 1,6 GLX AllGrip auto Mitsubishi ASX 2,0 GLS Citroën C4 Picasso e-HDi 1115 Intensive Kia Soul 1,6D Smart auto Volkswagen Touran 1,4TSI Highline Mitsubishi ASX 2,0 GLS auto Subaru XV 2,0i-S auto Volvo V40 Cross Country T4 Essential Ford Grand Tourneo Connect 1,6T Titanium auto Nissan Juke 1,6T 4WD Tekna Volkswagen Caddy Maxi 2,0TDI | 337 500 340 000 340 600 341 900 342 900 345 900 345 995 346 100 357 500 358 800 359 900 |
| Trendline Volkswagen Touran 2,0TDI Trendline auto Volkswagen Cross Caddy 2,0TDI Suzuki SX4 1,6 GLX AllGrip auto Mitsubishi ASX 2,0 GLS Citroën C4 Picasso e-HDi 115 Intensive Kia Soul 1,6D Smart auto Volkswagen Touran 1,4TSI Highline Mitsubishi ASX 2,0 GLS auto Subaru XV 2,0i-S auto Volvo V40 Cross Country T4 Essential Ford Grand Toureo Connect 1,6T Titanium auto Volkswagen Caddy Maxi 2,0TDI Trendline auto | 337 500 340 000 340 600 341 900 342 900 345 900 345 900 354 900 359 900 365 300 |
| Trendline Volkswagen Touran 2,0TDI Trendline auto Volkswagen Cross Caddy 2,0TDI Suzuki SX4 1,6 GLX AllGrip auto Mitsubishi ASX 2,0 GLS Citroën C4 Picasso e-HDi 1115 Intensive Kia Soul 1,6D Smart auto Volkswagen Touran 1,4TSI Highline Mitsubishi ASX 2,0 GLS auto Subaru XV 2,0i-S auto Volvo V40 Cross Country T4 Essential Ford Grand Tourneo Connect 1,6T Titanium auto Nissan Juke 1,6T 4WD Tekna Volkswagen Caddy Maxi 2,0TDI | 337 500 340 000 340 600 341 900 342 900 345 900 345 995 346 100 357 500 358 900 359 900 364 900 |
| Trendline Volkswagen Touran 2,0TDI Trendline auto Volkswagen Cross Caddy 2,0TDI Suzuki SX4 1,6 GLX AllGrip auto Mitsubishi ASX 2,0 GLS Citroën C4 Picasso e-HDi 115 Intensive Kia Soul 1,6D Smart auto Volkswagen Touran 1,4TSI Highline Mitsubishi ASX 2,0 GLS auto Subaru XV 2,0F S auto Volvo V40 Cross Country T4 Essential Ford Grand Tourneo Connect 1,6T Titanium auto Volkswagen Caddy Maxi 2,0TDI Trendline auto Ford Grand Tourneo Connect 1,6TDCi Titanium | 337 500 340 000 340 600 341 900 342 900 345 900 345 900 357 500 358 800 367 900 |
| Trendline Volkswagen Touran 2,0TDI Trendline auto Volkswagen Cross Caddy 2,0TDI Suzuki SX4 1,6 GLX AllGrip auto Mitsubishi ASX 2,0 GLS Citroën C4 Picasso e-HDi 115 Intensive Kia Soul 1,6D Smart auto Volkswagen Touran 1,4TSI Highline Mitsubishi ASX 2,0 GLS auto Volvo V40 Cross Country T4 Essential Ford Grand Tourneo Connect 1,6T Titanium auto Nissan Juke 1,6T 4WD Tekna Volkswagen Caddy Maxi 2,0TDI Trendline auto Ford Grand Tourneo Connect 1,6TDCi Titanium Volvo V40 Cross Country T4 Essential | 337 500 340 000 340 600 341 900 342 900 345 900 345 900 354 900 359 900 365 300 |
| Trendline Volkswagen Touran 2,0TDI Trendline auto Volkswagen Cross Caddy 2,0TDI Suzuki SX4 1,6 ELX AllGrip auto Mitsubishi ASX 2,0 GLS Citroën C4 Picasso e-HDi 115 Intensive Kia Soul 1,6D Smart auto Volkswagen Touran 1,4TSI Highline Mitsubishi ASX 2,0 GLS auto Subaru XV 2,0i-S auto Volvo V40 Cross Country T4 Essential Ford Grand Tourneo Connect 1,6T Ittanium auto Nissan Juke 1,6T 4WD Tekna Volkswagen Caddy Maxi 2,0TDI Trendline auto Ford Grand Tourneo Connect 1,6TDI Titanium Volvo V40 Cross Country T4 Essential auto | 337 500 340 000 340 000 341 900 342 900 345 900 345 900 357 500 368 900 367 900 376 800 |
| Trendline Volkswagen Touran 2,0TDI Trendline auto Volkswagen Cross Caddy 2,0TDI Suzuki SX4 1,6 GLX AllGrip auto Mitsubishi ASX 2,0 GLS Citroën C4 Picasso e-HDi 115 Intensive Kia Soul 1,6D Smart auto Volkswagen Touran 1,4TSI Highline Mitsubishi ASX 2,0 GLS auto Subaru XV 2,0i-S auto Volvo V40 Cross Country T4 Essential Ford Grand Tourneo Connect 1,6T Itanium auto Nissan Juke 1,6T 4WD Tekna Volkswagen Caddy Maxi 2,0TDI Trendline auto Ford Grand Tourneo Connect 1,6TDCi Titanium Volvo V40 Cross Country T4 Essential auto BMW 218i Active Tourer | 337 500 340 000 340 600 341 900 342 900 345 900 345 900 345 900 357 500 368 300 367 900 376 800 378 000 |
| Trendline Volkswagen Touran 2,0TDI Trendline auto Volkswagen Cross Caddy 2,0TDI Suzuki SX4 1,6 GLX AllGrip auto Mitsubish JAS 2,0 GLS Citroën C4 Picasso e-HDi 115 Intensive Kia Soul 1,6D Smart auto Volkswagen Touran 1,4TSI Highline Mitsubish ASX 2,0 GLS auto Volvo V40 Cross Country T4 Essential Ford Grand Tourneo Connect 1,6T Titanium auto Volkswagen Caddy Maxi 2,0TDI Trendline auto Ford Grand Tourneo Connect 1,6TDCi Titanium Volvo V40 Cross Country T4 Essential BOMW 218 Active Tourer Honda Civic Tourer 1,8 Executive | 337 500 340 000 340 600 341 900 342 900 345 900 345 900 357 500 358 800 365 300 367 900 376 800 378 000 378 000 |
| Trendline Volkswagen Touran 2,0TDI Trendline auto Volkswagen Cross Caddy 2,0TDI Suzuki SX4 1,6 GLX AllGrip auto Mitsubishi ASX 2,0 GLS Citroën C4 Picasso e-HDi 115 Intensive Kia Soul 1,6D Smart auto Volkswagen Touran 1,4TSI Highline Mitsubishi ASX 2,0 GLS auto Subaru XV 2,0i-S auto Volvo V40 Cross Country T4 Essential Ford Grand Tourneo Connect 1,6T Itanium auto Nissan Juke 1,6T 4WD Tekna Volkswagen Caddy Maxi 2,0TDI Trendline auto Ford Grand Tourneo Connect 1,6TDCi Titanium Volvo V40 Cross Country T4 Essential auto BMW 218i Active Tourer | 337 500 340 000 340 600 341 900 345 900 345 900 345 900 357 500 358 800 369 900 367 900 376 800 378 000 389 736 |

Honda Civic Tourer 1,8 Executive auto 392 700

Toyota Quantum 2,7 GL 10-seater bus 402 600

396 200

401 100

403 052

404 200

407 223

Opel Vivaro 1,9CDTi Enjoy

BMW 220i Active Tourer Mercedes-Benz B200CDI

Mercedes-Benz B200 auto

Attraction

BMW 218i Active Tourer auto Citroën Dispatch Multispace HDi 120 397 900

Volvo V40 Cross Country D3 Excel

| BMW 220i Active Tourer auto | 420 334 |
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| Volvo V40 Cross Country D4 Excel | 422 000 |
| Mercedes-Benz B200CDI auto | 422 200 |
| Citroën Dispatch Multispace HDi | 424 900 |
| 160 Comfort | |
| Hyundai H-1 2,4 Wagon GLS | 426 900 |
| BMW 220d Active Tourer | 428 500 |
| Ford Tourneo Custom 2,2TDCi SWB Ambiente | 429 900 |
| Toyota Quantum 2,5D-4D GL | 400.000 |
| 10-seater bus | 432 300 |
| Ford Tourneo Custom 2,2TDCi LWB | 434 900 |
| Ambiente | 101 000 |
| Toyota Quantum 2,5D-4D GL 14-seater bus | 435 200 |
| Mercedes-Benz GLA200 | 440 849 |
| BMW 220d Active Tourer auto | 446 500 |
| Mercedes-Benz B220CDI | 448 000 |
| BMW 225i Active Tourer auto | 448 847 |
| Ford Tourneo Custom 2,2TDCi | |
| SWB Trend | 449 900 |
| Ford Tourneo Custom 2,2TDCi | 454 900 |
| LWB Trend | |
| Volvo V60 D4 Excel auto | 455 200 |
| Volvo V40 Cross Country T5 AWD | 456 500 |
| Mercedes-Benz GLA200 auto | 458 747 |
| | |
| Volkswagen Kombi 2,0TDI 75kW SWB | |
| Mercedes-Benz GLA200CDI | 465 000 |
| Volkswagen Kombi 2,0TDI 75kW LWB | 467 100 |
| Mercedes-Benz B250 AMG Sports | 467 160 |
| Mercedes-Benz C180 Estate | 471 231 |
| Subaru Outback 2,5i-S Premium | 479 000 |
| Mercedes-Benz GLA200CDI auto | 483 000 |
| Volkswagen Kombi 2,0TDI 103kW | 486 200 |
| SWB Trendline auto | |
| Volvo V60 T5 Excel | 489 800 |
| Mercedes-Benz C180 Estate auto | 490 039 |
| Mercedes-Benz C200 Estate | 493 339 |
| Ford Tourneo Custom 2,2TDCi | 494 900 |
| SWB LTD | |
| Volvo XC70 D5 AWD Elite | 498 500 |
| Hyundai H-1 2,5CRDi Wagon GLS | 504 900 |
| Mercedes-Benz C200 Estate auto | 512 352 |
| Audi A4 allroad quattro 2,0T | 516 000 |
| Audi A4 allroad quattro 2,0TDI | 521 500 |
| Volvo V60 D5 Elite | 524 200 |
| BMW i3 eDrive | 525 000 |
| Subaru Outback 2,0D Premium | 529 000 |
| Subaru Outback 3,6 R-S Premium | 529 000 |
| Volkswagen Kombi 2,0TDI 103kW | 532 000 |
| SWB | |
| Mercedes-Benz GLA220CDI 4Matic | 538 631 |
| Volkswagen Kombi 2,0TDI 103kW LWB | 540 000 |
| Mercedes-Benz Vito 113 CDI | |
| CrewBus | 542 526 |
| Volkswagen Kombi 2,0TDI 103kW | E40 E00 |
| SWB Comfortline auto | 549 500 |
| Volvo V60 T6 Elite | 551 800 |
| Volkswagen Kombi 2,0TDI 103kW | 557 500 |
| LWB auto | 557 550 |
| Mercedes-Benz Vito 116 CDI CrewBus | 571 368 |
| | |
| Chrysler Grand Voyager 2,8CRD LX | 585 990 |
| Mercedes-Benz Vito 116 CDI CrewBus XL | 586 302 |
| Mercedes-Benz C250 BlueTec Estate | F00 100 |
| Avantgarde | 586 400 |
| BMW i3 eDrive REx | 595 000 |
| Volvo V60 T6 AWD R-Design | 595 100 |
| Mercedes-Benz Vito 116 CDI | |
| CrewBus auto | 598 440 |
| Mercedes-Benz Vito 116 CDI | 613 374 |
| CrewBus XL auto | |
| Mercedes-Benz Vito 116 CDI CrewBus Shuttle | 613 434 |
| | |
| Mercedes-Benz GLA250 4Matic | 614 288 |
| Mercedes-Benz Vito 116 CDI CrewBus Shuttle auto | 640 506 |
| Chrysler Grand Voyager 2,8CRD | |
| Limited | 645 990 |
| Volkswagen Caravelle 2,0BiTDI | 655 400 |
| BMW X4 xDrive20i | 661 707 |
| BMW X4 xDrive20d | 664 629 |
| Volkswagen Caravelle 2,0BiTDI auto | 673 900 |
| volkovragen varavelle Z,UDITDI dülü | 010 000 |
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Toyota Quantum 2,7 GL 14-seater bus 417 900 BMW 220i Active Tourer auto

420 334

| Volkswagen California Beach 2,0BiTDI 4Motion | 679 300 |
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| Mercedes-Benz Viano CDI 2,2 Fun | 694 351 |
| Volkswagen California Beach 2,0BiTDI 4Motion auto | 697 800 |
| Volkswagen Caravelle 2,0BiTDI 4Motion auto | 706 400 |
| Mercedes-Benz Vito 122 CDI CrewBus Shuttle | 712 124 |
| Mercedes-Benz Viano CDI 2,2 Fun auto | 718 362 |
| BMW X4 xDrive28i | 725 809 |
| Mercedes-Benz Vito 122 CDI CrewBus Shuttle XL | 726 716 |
| Mercedes-Benz E250 Estate Elegance | 732 494 |
| Mercedes-Benz Viano CDI 3,0 Trend | 747 886 |
| Audi S4 Avant quattro | 749 000 |
| Mercedes-Benz GLA45 AMG 4Matic | 790 843 |
| BMW X4 xDrive30d | 811 475 |
| Mercedes-Benz Viano 3,5 V6 Ambiente | 816 422 |
| BMW X4 xDrive35i | 820 990 |
| Mercedes-Benz Viano CDI 3,0 Ambiente | 822 442 |
| Mercedes-Benz Viano CDI 3,0 Avantgarde | 960 746 |
| Audi RS4 Avant quattro | 1 021 500 |
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PRICE (R)

SUVS AND

| D/CABS | |
|---|---------|
| JMC Boarding 2,8TD D/Cab Lux | 171 880 |
| JMC Boarding 2,8TD D/Cab 4x4 Lux | 184 880 |
| GWM Steed 5 2,2L D/Cab Lux | 184 900 |
| Foton Thunda 2,2 D/Cab CV | 184 950 |
| Tata Xenon 3,0L DLE D/Cab | 192 995 |
| Foton Thunda 2,8TD D/Cab XV | 205 950 |
| GWM Steed 5 2,4L D/Cab Lux | 214 900 |
| Mahindra Genio 2,2CRDe D/Cab | 214 995 |
| Mahindra Quanto 2,2CRDe | 214 995 |
| Suzuki Jimny 1,3 | 221 400 |
| Chery Tiggo 1,6 TXE | 229 900 |
| GWM Steed 5 2,0WGT D/Cab SX | 229 900 |
| JMC Vigus 2,4 D/Cab LX | 229 990 |
| Tata Xenon 2,2L DLE D/Cab | 230 995 |
| Suzuki Jimny 1,3 auto | 236 400 |
| GWM Steed 5E 2,4 D/Cab SX | 236 900 |
| GWM Steed 5 2,4L D/Cab 4x4 Lux | 239 900 |
| Daihatsu Terios 1,5 | 239 995 |
| GWM H5 2,4 City | 244 900 |
| | |
| Daihatsu Terios 1,5 Special Edition | 244 995 |
| Mahindra Scorpio Pik-up 2,2CRDe D/Cab | 246 995 |
| Tata Xenon 2,2L DLE D/Cab 4x4 | 249 495 |
| GWM H5 2,4 Lux | 249 900 |
| Mahindra Scorpio 2,2CRDe VLX | 249 995 |
| Mahindra XUV500 2,2CRDe W4 | 249 995 |
| GWM Steed 5E 2,4 D/Cab Xscape | 252 900 |
| Tata Xenon XT 2,2L D/Cab | 254 995 |
| GWM Steed 5 2,0VGT D/Cab Lux | 259 900 |
| GWM H6 1,5T City | 259 900 |
| JMC Vigus 2,4 D/Cab SLX | 259 990 |
| JMC Vigus 2,4TDCi D/Cab LX | 259 990 |
| Daihatsu Terios 1,5 Diva | 259 995 |
| Daihatsu Terios 1,5 4x4 | 264 995 |
| GWM Steed 5E 2,0VGT D/Cab SX | 267 900 |
| GWM H5 2,4 4x4 Lux | 269 900 |
| Daihatsu Terios 1,5 Diva Deluxe | 274 995 |
| Mahindra Scorpio Pik-up 2,2CRDe | 274 995 |
| D/Cab 4x4 Mahindra Capraia 2 2CPDa V/I V | |
| Mahindra Scorpio 2,2CRDe VLX Adventure | 275 995 |
| Tata Xenon XT 2,2L D/Cab 4x4 | 279 495 |
| GWM H6 1,5T Lux | 279 900 |
| Daihatsu Terios 1,5 4x4 auto | 279 995 |
| Mahindra Scorpio Pik-up 2,2CRDe D/ Cab Adventure | 279 995 |
| SsangYong Korando 2,0 | 279 995 |
| GWM Steed 5E 2,0VGT D/Cab Xscape | 284 900 |
| GWM H5 2.0VGT Lux | 284 900 |
| | |
| Mahindra XUV500 2,2CRDe W6 | 284 995 |
| GWM Steed 5 2,0VGT D/Cab 4x4 Lux | 289 900 |
| JMC Vigus 2,4TDCi D/Cab SLX | 289 990 |
| Mahindra Scorpio 2,2CRDe 4x4 VLX | 289 995 |
| Ssang Yong Actyon Sports 2,3 4x4 high | 289 995 |
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| Fotton Tunland 2.8 D/Cab off-road | | PRICE (R) |
|---|----------------------------------|-----------|
| Dailatsu Terios 1,5 4x4 Off-road JMC Vigus 2,4 D/Cab 4x4 LX 295 990 GWM Steed 6 2,0 VGT D/Cab 5x 299 900 SsangYong Korande 2,0 high 295 995 Ford Ranger 2,5 D/Cab Hi-Rider XL Mahindra Scorpio Pik-up 2,2 CRDe D/ Cab 4x4 Adventure SsangYong Actyon Sports 2,0 D high Toyota RAV4 2,0 GX Volkswagen Transporter 2,0 TDI D/Cab Nissan NP300 Hardbody 2,4 D/Cab Hi-rider Ford Ranger 2,2 D/Cab Hi-Rider XL Stotn Tunland 2,8 D/Cab off-road Luxury Mahindra Scorpio 2,2 CRDe W8 Mahindra Scorpio 2,2 CRDe W8 Mahindra Scorpio 2,2 CRDe W8 Mahindra Scorpio 2,2 CRDe W4 Mahindra Scorpio 2,2 CRDe W8 Mahindra Scorpio 3,2 May 1000 GWM H5 2,0 VGT Lux auto 319 900 GWM H5 2,0 VGT Lux auto 319 900 Mazda CX-5 2,0 Active auto Mazda CX-5 2,0 Active auto Mazda CX-5 2,0 Dynamic 326 600 Mazda CX-5 2,0 Dynamic 326 600 Mazda CX-5 2,0 Dynamic 329 900 Volkswagen Tiguan 1,4TSI 90kW Trend&Frun Mahindra XUV500 2,2 CRDe W8 AWD 339 400 GWM H5 2,0 VGT 4x4 Lux auto 339 900 Renault Koleos 2,5 Dynamique 349 900 Missan NP300 Hardbody 2,4 D/ 2,4 Dramina 1,4 TSI 1118kW Trend&Frun 379 900 Chevrolet Captiva 2,4 LT 399 900 Mazda | | 294 950 H |
| JMC Vigus 2.4 D/Cab 4x4 LX 295 990 GWM Steed 6 2,0VGT D/Cab SX 299 900 SsangYong Korando 2,0 high 299 995 Ford Ranger 2.5 D/Cab Hi-Rider XL 303 900 Mahindra Scorpio Pik-up 2,2CRDe D/Cab 4x4 Adventure 304 995 SsangYong Actyon Sports 2,0D high 309 995 Toyota RAV4 2,0 GX 310 000 Volkswagen Transporter 2,0TDI D/Cab 314 600 Nissan NP300 Hardbody 2,4 D/Cab Hi-Rider XL 321 900 Foton Tunland 2,8 D/Cab off-road Luxury 314 950 Mahindra Scorpio 2,2CRDe W8 314 995 Mahindra Scorpio 2,2CRDe W8 314 995 Mahindra Scorpio 2,2CRDe W4 VX 315 995 Macd CX-5 2,0 Active 316 600 GWM H5 2,0VGT Lux auto 319 900 GWM H5 2,0VGT Lux auto 319 900 GWM H5 2,0VGT Lux auto 320 900 JMC Vigus 2,4TDCi D/Cab 4WD LX 325 990 Mazda CX-5 2,0 Active auto 326 600 Mazda CX-5 2,0 Cynamic 326 600 Mazda CX-5 2,0 Oynamic 326 600 Missan X-Trail 2,0 XE 327 700 GWM Steed 6 2,0VGT D/Cab Xscape | | |
| GWM Steed 6 2,0VGT D/Cab SX 299 900 SsangYong Korando 2,0 high 299 995 Ford Ranger 2,5 D/Cab H-Rider XJ 303 900 Mahindra Scorpio Pik-up 2,2CRDe D/Cab 4x4 Adventure 304 995 SsangYong Actyon Sports 2,0D high 309 995 Toyota RAV42,0 GX 310 000 Volkswagen Transporter 2,0TDI 314 600 D/Cab 314 800 Hi-rider 314 800 Ford Ranger 2,2 D/Cab Hi-Rider XL 321 900 Foton Tunland 2,8 D/Cab off-road 314 950 Luxury 314 950 Mahindra Scorpio 2,2CRDe W8 314 995 Mahindra Scorpio 2,2CRDe 4x4 VLX 315 995 Mary March Carlo 316 600 GWM H5 2,0VGT Lux auto 319 900 GWM H5 2,0VGT Lux auto 319 900 GWM H5 2,0VGT Lux auto 319 900 GWM H5 2,0VGT Lux auto 320 900 Suzuki Grand Vitara 2,4 Dune 321 900 JMC Vigus 2,4TDC D/Cab 4WD LX 325 990 Mazda CX-5 2,0 Active auto 326 600 Mazda CX-5 2,0 Exterio auto 326 600 Mazda CX-5 2,0 Dynamic <td></td> <td></td> | | |
| Ford Ranger 2,5 D/Cab Hi-Rider XL Mahindra Scorpio Pit-up 2,2CRDe D/ Cab 4x4 Adventure SsangYong Actyon Sports 2,0D high 309 995 Toyota RAV4 2,0 GX 310 000 Volkswagen Transporter 2,0TDI D/Cab Missan NP300 Hardbody 2,4 D/Cab Hi-rider Ford Ranger 2,2 D/Cab Hi-Rider XL Mahindra XLV500 2,2CRDe W8 Mahindra Scorpio 2,2CRDe W4 VLX Adventure Mazda CX-5 2,0 Active GWM H5 2,0VGT Lux auto GWM H5 2,0VGT Lux auto GWM H5 2,0VGT 4x4 Lux Grand Vitara 2,4 Dune JMC Vigus 2,4TDC D/Cab 4WD LX Mazda CX-5 2,0 Active auto Mazda CX-5 2,0 Dynamic Scorpio | | |
| Mahindra Scorpio Pik-up 2,2CRDe D/ Cab 4x4 Adventure 309 995 Toyota RAV4 2,0 GX 310 000 Volkswagen Transporter 2,0TDI D/Cab 314 600 Missan NP300 Hardbody 2,4 D/Cab Hi-rider 314 800 Ford Ranger 2,2 D/Cab Hi-Rider XL Foton Tunland 2,8 D/Cab off-road Luxury 314 950 Mahindra XUV500 2,2CRDe W8 314 995 Mahindra XUV500 2,2CRDe W8 314 995 Mahindra SCorpio 2,2CRDe 4x4 VLX Adventure 315 995 Mazda CX-5 2,0 Active 316 600 GWM H5 2,0VGT Lux auto 319 900 GWM H5 2,0VGT Lux auto 319 900 GWM H5 2,0VGT 4x4 Lux 319 900 Jm Cygus 2,4TDCi D/Cab 4WD LX 325 990 Mazda CX-5 2,0 Active auto 326 600 Mazda CX-5 2,0 Active auto 326 600 Mazda CX-5 2,0 Dynamic 326 600 Mazda CX-5 2,0 Upramic 326 600 Missan X-Trail 2,0 XE 327 700 GWM Steed 6 2,0 VGT D/Cab Xscape 329 900 Volkswagen Tiguan 1,4 TSI 90kW 32 400 Trend&Fun 334 400 Mahindra XUV500 2,2 CRDe W8 AVD 332 400 Kia Sportage 2 | | |
| Cab 4x4 Adventure 304 939 SsangYong Actyon Sports 2,0D high 309 995 Toyota RAV4 2,0 GX 310 000 Volkswagen Transporter 2,0TDI 314 600 Nissan NP300 Hardbody 2,4 D/Cab Hi-Rider XL 321 900 Foton Tunland 2,8 D/Cab off-road Luxury 314 950 Mahindra Scorpio 2,2CRDe W8 314 995 Mahindra Scorpio 2,2CRDe W4 VLX Adventure 316 600 GWM H5 2,0VGT Lux auto 319 900 GWM H5 2,0VGT Lux auto 321 900 JMC Vigus 2,4TDCi D/Cab 4WD LX 329 900 JMC Vigus 2,4TDCi D/Cab 4WD LX 325 990 Mazda CX-5 2,0 Active auto 326 600 Mazda CX-5 2,0 Dynamic 326 600 Missan X-Trail 2,0 XE 327 700 GWM Steed 6 2,0VGT D/Cab Xscape 239 900 Volkswagen Tiguan 1,4TSI 90kW 332 400 Trend Albrider 333 400 Hyundai ix35 2,0 Premium 334 900 SsangYong Korando D20T high 339 905 <tr< td=""><td></td><td></td></tr<> | | |
| Toyota RAV4 2,0 GX 310 000 Volkswagen Transporter 2,0 TDI D/Cab 314 600 D/Cab 314 600 Missan NP300 Hardbody 2,4 D/Cab Hi-rider 314 800 Ford Ranger 2,2 D/Cab Hi-Rider XL 314 950 Toton Tunland 2,8 D/Cab off-road Luxury 314 950 Mahindra XUV500 2,2 CRDe W8 314 995 Mahindra Scorpio 2,2 CRDe W4 VLX 315 995 Adventure 316 600 GWM H5 2,0 VGT Lux auto 319 900 Toyota RAV4 2,0 GX auto 320 800 Suzuki Grand Vitara 2,4 Dune 321 400 Ford Kuga 1,5 T Ambiente 321 900 JMC Vigus 2,4 TDC ID/Cab 4WD LX 325 990 Mazda CX-5 2,0 Dynamic 326 600 Nissan X-Trail 2,0 XE 327 700 GWM Steed 6 2,0 VGT D/Cab Xscape 329 900 Volkswagen Tiguan 1,4 TSI 90kW Trend& Frun 324 400 Handindra XUV500 2,2 CRDe W8 AWD 332 400 Kias Sportage 2,0 Ignite 335 995 Suzuki Grand Vitara 2,4 Dune auto 36 400 Kia Sportage 2,0 Ignite 336 900 Kia Sportage 2,0 Ignite 336 995 <td></td> <td>304 995</td> | | 304 995 |
| Volkswagen Transporter 2,0TDI D/Cab 314 600 D/Cab Hi-rider 314 800 Ford Ranger 2,2 D/Cab Hi-Rider XL 319 900 Foton Tunland 2,8 D/Cab off-road Luxury 314 950 Mahindra XUV500 2,2CRDe W8 314 995 Mahindra Scorpio 2,2CRDe 4x4 VLX Adventure 315 995 Mazda CX-5 2,0 Active 316 600 GWM H5 2,0VGT Lux auto 319 900 GWM H5 2,0VGT Lux auto 320 800 Suzuki Grand Vitars 2,4 Dune 321 400 Ford Kuga 1,5T Ambiente 321 900 JMC Vigus 2,4TDCi D/Cab 4WD LX 325 990 Mazda CX-5 2,0 Active auto 326 600 Mazda CX-5 2,0 Dynamic 326 600 Missan X-Trail 2,0 XE 327 700 GWM Steed 6 2,0 VGT D/Cab Xscape 329 900 Volkswagen Tiguan 1,4TSI 90kW Trend&run 332 400 Wissan NP300 Hardbody 2,5TDi D/Cab Xscape 329 900 Volkswagen Tiguan 1,4TSI 90kW Trend&run 334 900 Kia Sportage 2,0 Ignite 335 995 Suzuki Grand Vitara 2,4 Dune auto 336 400 GWM H5 2,0VGT 1,4x Lux auto 339 900 Renault Koleos 2,5 Dy | | 309 995 |
| D/Cab 314 800 Nissan NP300 Hardbody 2,4 D/Cab Hi-rider 314 800 Ford Ranger 2,2 D/Cab Hi-Rider XL 321 900 Foton Tunland 2,8 D/Cab off-road Luxury 314 950 Mahindra Scorpio 2,2 CRDe W8 314 995 Mahindra Scorpio 2,2 CRDe W4 VLX 315 995 Marchindra Scorpio 2,2 CRDe W4 VLX 315 995 Marchindra Scorpio 2,2 CRDe W4 VLX 319 900 GWM H5 2,0 VGT Lux auto 319 900 GWM H5 2,0 VGT Lux auto 319 900 GWM H5 2,0 VGT Lux auto 320 800 Suzuki Grand Vitara 2,4 Dune 321 400 Ford Kuga 1,5 T Ambiente 321 900 JMC Vigus 2,4 TDCi D/Cab 4WD LX 325 990 Mazda CX-5 2,0 Active auto 326 600 Mazda CX-5 2,0 Dynamic 326 600 Missan X-Trail 2,0 XE 327 700 GWM Steed 6 2,0 VGT D/Cab Xscape 239 900 Volkswagen Tiguan 1,4 TSI 90kW 332 400 Trend Aff-rin 333 400 Mahindra XUV500 2,2 CRDe W8 AWD 333 400 Missan NP300 Hardbody 2,5 TDi D/Cab 333 400 Sia Sportage 2,0 Ignite 335 995 <td></td> <td></td> | | |
| Hi-rider Ford Ranger 2,2 D/Cab Hi-Rider XL Foton Tunland 2,8 D/Cab off-road Luxury Mahindra XUV500 2,2 CRDe W8 Mahindra Scorpio 2,2 CRDe 4x4 VLX Adventure Mazda CX-5 2,0 Active GWM H5 2,0 VGT Lux auto GWM H5 2,0 VGT Lux auto GWM H5 2,0 VGT Lux auto Suzuki Grand Vitara 2,4 Dune Ford Kuga 1,5 T Ambiente JMC Vigus 2,4 TDC iD/Cab 4WD LX Mazda CX-5 2,0 Active auto Mazda CX-5 2,0 Active GWM H5 2,0 VGT Lux auto Suzuki Grand Vitara 2,4 Dune Ford Kuga 1,5 T Ambiente JMC Vigus 2,4 TDC iD/Cab 4WD LX Mazda CX-5 2,0 Dynamic Missan X-Trail 2,0 XE GWM Steed 6 2,0 VGT D/Cab Xscape WM Steed 6 2,0 VGT D/Cab Xscape Wolkswagen Tiguan 1,4 TSI 90kW Trend&Fun Mahindra XUV500 2,2 CRDe W8 AWD M32 400 TendAfun Mahindra XUV500 2,2 CRDe W8 AWD M32 400 TendAfun Mahindra XUV500 2,2 CRDe W8 AWD M33 400 Cab Hi-rider Hyundai ix35 2,0 Premium M5 390 Renault Koleos 2,5 Dynamique M5 995 Suzuki Grand Vitara 2,4 Dune auto M6 WM H5 2,0 VGT 4x4 Lux auto M8 3900 Renault Koleos 2,5 Dynamique M9 3990 SangYong Korando D20T high M1 3990 Mitsubishi Triton 2,5 DI-D D/Cab Myundai ix35 2,0 Premium auto Myundai ix35 3,0 Premium auto Mitsubishi Triton 2,5 DI-D D/Cab Myundai ix35 3,0 Premium auto Myundai ix35 3,0 Premium au | D/Cab | |
| Ford Ranger 2,2 D/Cab Hi-Rider XL foton Tunland 2,8 D/Cab off-road Luxury Mahindra XUV500 2,2 CRDe W8 314 995 Mahindra Scorpio 2,2 CRDe W4 VLX Adventure Mazda CX-5 2,0 Active 316 600 GWM H5 2,0 VGT Lux auto 319 900 GWM H5 2,0 VGT 4x4 Lux 319 900 Toyota RAV4 2,0 GX auto 320 800 Suzuki Grand Vitara 2,4 Dune 321 400 Ford Kuga 1,5 T Ambiente 321 900 JMC Vigus 2,4 TDC ID /Cab 4WD LX 325 990 Mazda CX-5 2,0 Dynamic 326 600 Mazda CX-5 2,0 Dynamic 326 600 Mazda CX-5 2,0 Dynamic 327 700 GWM Steed 6 2,0 VGT D/Cab AScape 329 900 VOlkswagen Tiguan 1,4 TSI \$190kW 322 995 Nissan X-Trail 2,0 XE 332 400 Ford Kuga 1,5 T Ambiente 332 995 Nissan NP300 Hardbody 2,5 TDi D/Cab Hi-rider 4,0 Mahindra XUV500 2,2 CRDe W8 AWD 335 995 Suzuki Grand Vitara 2,4 Dune auto 336 400 GWM H5 2,0 VGT 1,4 k Lux auto 339 900 Renault Koleos 2,5 Dynamique 339 900 Ssang Yong Korando D20T high 339 995 Subaru Forester 2,0 X 342 400 Hyundai ix35 2,0 Premium auto 349 900 Mitsubishi Tirtion 2,5 DI-D D/Cab 349 900 Mitsubishi Tir | | 314 800 |
| Mahindra XUV500 2,2CRDe W8 314 995 Mahindra XUV500 2,2CRDe 4x4 VLX Adventure | | _ |
| Mahindra XUV500 2,2CRDe W8 314 995 Mahindra Scorpio 2,2CRDe 4x4 VLX 315 995 Mary Mahindra Scorpio 2,2CRDe 4x4 VLX 315 995 Mazda CX-5 2,0 Active 316 600 GWM H5 2,0VGT Lux auto 319 900 GWM H5 2,0VGT Lux auto 319 900 Toyota RAV4 2,0 GX auto 320 800 Suzuki Grand Vitara 2,4 Dune 321 400 Ford Kuga 1,5T Ambiente 321 900 JMC Vigus 2,4TDCi D/Cab 4WD LX 325 990 Mazda CX-5 2,0 Active auto 326 600 Mazda CX-5 2,0 Dynamic 326 600 Missan X-Trail 2,0 XE 327 700 GWM Segen Tiguan 1,4TSI 90kW 322 990 Volkswagen Tiguan 1,4TSI 90kW 329 990 Volkswagen Tiguan 1,4TSI 90kW 329 990 Volkswagen Tiguan 1,4TSI 90kW 32 990 Volkswagen Tiguan 1,4TSI 90kW 33 400 Kissan N-P300 Hardbody 2,5TDi D/ 333 400 Sab Grad Vitara 2,4 Dune auto 336 400 GWM H5 2,0VGT 4x4 Lux auto 339 905 Subaru Koleos 2,5 Dynamique 339 905 SangYong Korando D20T high 339 905 | | - |
| Mahindra Scorpio 2,2CRDe 4x4 VLX Adventure Adventure 316 600 GWM H5 2,0VGT Lux auto 319 900 GWM H5 2,0VGT Lux auto 319 900 GWM H5 2,0VGT 4x4 Lux 319 900 Toyota RAV4 2,0 GX auto 320 800 Suzuki Grand Vitara 2,4 Dune 321 400 Ford Kuga 1,5T Ambiente 321 900 JMC Vigus 2,4TDCI D/Cab 4WD LX 325 990 Mazda CX-5 2,0 Dynamic 326 600 Missan X-Trail 2,0 XE 327 700 GWM Steed 6 2,0 VGT D/Cab Xscape 329 900 VOlkswagen Tiguan 1,4TSI 90kW 329 990 Volkswagen Tiguan 1,4TSI 90kW 329 995 Missan NP300 Hardbody 2,5TDi D/Cab 4X-Lux 324 900 332 995 Kia Sportage 2,0 Ignite 335 995 Suzuki Grand Vitara 2,4 Dune auto 336 400 GWM H5 2,0VGT 4x4 Lux auto 339 900 SsangYong Korando D20T high 339 995 Subaru Forester 2,0 X 342 400 Honda CR-V 2,0 Comfort 347 400 GWM H5 2,0TC Lux 349 900 Myundai ix35 2,0 Premium auto 349 900 Mitsub | | |
| Adventure Marada CX-52,0 Active GWM H5 2,0VGT Lux auto GWM H5 2,0VGT Lux auto 319 900 GWM H5 2,0VGT Lux auto 319 900 GWM H5 2,0VGT 4x4 Lux 319 900 Toyota RAV4 2,0 GX auto Suzuki Grand Vitara 2,4 Dune 21 400 JMC Vigus 2,4TDCI D/Cab 4WD LX 225 990 Mazda CX-5 2,0 Active auto Mazda CX-5 2,0 Active auto Mazda CX-5 2,0 Dynamic 326 600 Mazda CX-5 2,0 Dynamic 326 600 Mazda CX-5 2,0 Dynamic 327 700 GWM Steed 6 2,0VGT D/Cab Xscape 327 900 GWM Steed 6 2,0VGT D/Cab Xscape 329 900 Volkswagen Tiguan 1,4TSI 90kW Trend&Fun Mahindra XU,V500 2,2CRDe W8 AVD 329 995 Nissan NP300 Hardbody 2,5TDi D/ Cab Hi-rider Hyundai ix35 2,0 Premium 334 900 Kia Sportage 2,0 Ignite Suzuki Grand Vitara 2,4 Dune auto GWM H5 2,0VGT D/Cab Xscape 339 900 Renault Koleos 2,5 Dynamique 349 900 Hyundai ix35 2,0 Premium auto 499 900 Mitsubishi Tirtion 2,5510-D D/Cab Missan X-Trail 1,6dCi XE 351 900 Missan X-Trail 1,6dCi XE 358 900 JMC Vigus 2,4TDCi D/Cab 4WD SLX 359 900 JMC Vigus 2,4TDCi D/Cab 4WD SLX 359 900 Chevrolet Captiva 2,4 LT Hyundai ix35 1,7CRDi Premium 359 900 Chevrolet Captiva 2,4 LT Hyundai ix35 1,7CRDi Premium 369 900 Renault Koleos 2,5 4x4 Dynamique 369 900 Renault Koleos 2,5 4x4 Dyna | Mahindra Scorpio 2,2CRDe 4x4 VLX | 015.005 |
| GWM H5 2,0VGT Lux auto 319 900 GWM H5 2,0VGT 4x4 Lux 319 900 Toyota RAV4 2,0 GX auto 320 800 Suzuki Grand Vitara 2,4 Dune 5100 Ford Kuga 1,5T Ambiente 321 900 JMC Vigus 2,4TDCI D/Cab 4WD LX 325 990 Mazda CX-5 2,0 Dynamic 326 600 Mazda CX-5 2,0 Dynamic 326 600 Missan X-Trail 2,0 XE 327 700 GWM Steed 6 2,0VGT D/Cab Xscape 329 900 Volkswagen Tiguan 1,4TSI 90kW 7rend&Fun 332 400 Mahindra XUV500 2,2CRDe W8 AWD 332 995 Nissan NP300 Hardbody 2,5TDi D/Cab Hi-rider 333 400 GWM H5 2,0VGT D/Cab 2,5TDi D/Cab Hi-rider 335 995 Suzuki Grand Vitara 2,4 Dune auto 336 400 GWM H5 2,0VGT 4x4 Lux auto 339 900 Renault Koleos 2,5 Dynamique 339 900 SsangYong Korando D20T high 339 995 Subaru Forester 2,0 X 342 400 Hyundai ix35 2,0 Premium auto 349 900 Mitsubishi Tirtion 2,5Dl-D D/Cab 349 900 Mitsubishi Tirtion 3,500 Mitsubish | | |
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| Mazda CX-5 2,0 Active auto 326 600 Mazda CX-5 2,0 Dynamic 326 600 Nissan X-Trail 2,0 XE 327 700 GWM Steed 6 2,0 VGT D/Cab Xscape 329 900 Volkswagen Tiguan 1,4TSI 90kW 332 400 Mahindra XUV500 2,2 CRDe W8 AWD 332 995 Nissan NP300 Hardbody 2,5 TDi D/Cab Hi-rider 334 900 Hyundai ix35 2,0 Premium 334 900 Kia Sportage 2,0 Ignite 335 995 Suzuki Grand Vitara 2,4 Dune auto 336 400 GWM H5 2,0 VGT 4x4 Lux auto 339 900 SangYong Korando D20T high 349 900 Mitsubishi Triton 2,50I-D D/Cab 349 900 Nissan X-Trail 1,6dCi XE 351 000 SangYong Korando D20T high auto 354 990 Volkswagen Tiguan 2,0TD1 Trend&Fun 355 900 Nissan X-Trail 1,6dCi XE 351 000 SangYong Korando D20T high auto 354 995 Volkswagen Tiguan 2,0TD1 Trend&Fun | | 321 900 |
| Mazda CX-5 2,0 Dynamic 326 600 Nissan X-Trail 2,0 XE 327 700 GWM Steed 6 2,0 VGT D/Cab Xscape 329 900 Volkswagen Tiguan 1,4 TSI 90kW 329 90 Volkswagen Tiguan 1,4 TSI 90kW 329 95 Nissan NP300 Hardbody 2,5 TDi D/Cab Hi-rider 333 400 Hyundai ix35 2,0 Premium 334 900 Kia Sportage 2,0 Ignite 335 995 Suzuki Grand Vitara 2,4 Dune auto 386 400 GWM H5 2,0 VGT 4x4 Lux auto 339 900 Senault Koleos 2,5 Dynamique 339 900 SaangYong Korando D20T high 339 995 Subaru Forester 2,0 X 342 400 Honda CR-V 2,0 Comfort 347 400 GWM H6 2,0TCI Lux 349 900 Hyundai ix35 2,0 Premium auto 349 900 Nissan X-Trail 1,6dCi XE 351 000 SsangYong Korando D20T high auto 354 995 Volkswagen Tiguan 2,0TD1 Trend&Fun 355 990 JMC Vigus 2,4TDC Trof/Cab 4WD SLX 355 990 JMC Vigus 2,4TDC Trof/Cab 4WD SLX 355 990 Hyundai ix35 1,7CRDi Premium 359 900 SsangYong Actyon Sports 2,0D 3 | | 325 990 |
| Nissan X-Trail 2,0 XE 327 700 | | |
| GWM Steed 6 2,0VGT D/Cab Xscape Volkswagen Tiguan 1,4TSI 90kW Trend&Fun 32 400 Trend&Fun 332 400 Trend&Fun 332 400 Trend&Fun 332 400 Trend&Fun 332 995 Nissan NP300 Hardbody 2,5TDi D/ Cab Hi-rider Hyundai ix35 2,0 Premium 334 900 Kia Sportage 2,0 Ignite 335 995 Suzuki Grand Vitara 2,4 Dune auto GWM H5 2,0VGT 4x4 Lux auto 339 900 Renault Koleos 2,5 Dynamique 339 900 Renault Koleos 2,5 Dynamique 339 905 Suzuki Grand Vitara 2,4 Dune auto SangYong Korando D20T high 339 995 Subaru Forester 2,0 X 42 400 Honda CR-V 2,0 Comfort 377 400 GWM H6 2,0TCI Lux 439 900 Hyundai ix35 2,0 Premium auto 349 900 Mitsubishi Triton 2,5DI-D D/Cab 349 900 Mitsubishi Triton 2,5DI-D D/Cab 358 907 Korgon Korando D20T high auto 354 995 Volkswagen Tiguan 2,0TDI Trend&Fun 355 900 JMC Vigus 2,4TDC i D/Cab 4WD SLX 556 990 Ford Kuga 1,5T Trend 357 900 SangYong Actyon Sports 2,0D 4x4 Deluxe Honda CR-V 2,0 Comfort auto Kia Sportage 2,0 Nissan X-Trail 2,5 4x4 SE 364 200 Volkswagen Tiguan 1,4TSI 118kW Trend&Fun Ford Kuga 1,5T Trend auto 367 900 Mazda BT-50 2,2 D/Cab SLE 369 900 Renault Koleos 2,5 4x4 A Dynamique Ford Kuga 1,5T Trend auto 367 900 Mazda BT-50 2,2 D/Cab SLE 369 900 Renault Koleos 2,5 4x4 A Dynamique Ford Kuga 1,5T Trend auto 369 900 Foton Tunland 2,8 D/Cab 4x4 Comfort 189 900 Renault Koleos 2,5 4x4 A Dynamique Ford Kuga 1,5T Trend auto 369 900 Renault Koleos 2,5 4x4 Dynamique Ford Kuga 1,5T Trend auto 379 900 Volkswagen Tiguan 1,4TSI 118kW Trend&Fun Ford Kuga 1,5T Trend auto 379 900 Volkswagen Tiguan 1,4TSI 4Motion Trend&Fun Ford Kuga 1,5T Trend auto 376 900 Nissan Navara 2,5GC D/Cab XE 376 900 Nissan Navara 2,5GC D/Cab XE 376 900 Nissan Navara 2,5GC D/Cab XE 376 900 Subaru Forester 2,5 X 377 800 Jeep Patriot 2,4 L Limited 379 900 Volkswagen Tiguan 1,4TSI 118kW Trend&Fun auto Nissan NP300 Hardbody 2,4 D/ Cab 4x4 Toyota Hilux 2,7 D/Cab Raider | | 327 700 |
| Volkswagen Tiguan 1,4TSI 90kW Trend&Fun 332 400 Mahindra KUV500 2,2CRDe W8 AWD 332 995 Nissan NP300 Hardbody 2,5TDi D/ Cab Hi-rider 333 400 Hyundai ix35 2,0 Premium 334 900 Kia Sportage 2,0 Ignite 335 995 Suzuki Grand Vitara 2,4 Dune auto 336 400 GWM H5 2,0VGT 4x4 Lux auto 339 900 Renault Koleos 2,5 Dynamique 339 900 SangYong Korando D2DT high 339 995 Subaru Forester 2,0 X 342 400 Honda CR-V 2,0 Comfort 347 400 GWM H6 2,0TCI Lux 349 900 Hyundai ix35 2,0 Premium auto 349 900 Mitsubishi Triton 2,5DI-D D/Cab 349 900 Mitsubishi Triton 2,5DI-D D/Cab 349 900 Missan X-Trail 1,6dCi XE 351 000 SsangYong Korando D20T high auto 354 995 Volkswagen Tiguan 2,0TDI Trend&Fun 355 900 JMC Vigus 2,4TDCi D/Cab 4WD SLX 355 990 Ford Kuga 1,5T Trend 357 900 Chevrolet Captiva 2,4 LT 359 900 SsangYong Actyon Sports 2,0D 369 990 SsangYong Actyon Sports 2,0D | | |
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| Nissan NP300 Hardbody 2,5TDi D/ Cab Hi-rider | | k |
| Cab Hi-rider 353-400 Hyundai ix35 2.0 Premium 334-900 Kia Sportage 2.0 Ignite 335-995 Suzuki Grand Vitara 2.4 Dune auto 336-400 GWM H5 2,0VGT 4x4 Lux auto 339-900 Renault Koleos 2,5 Dynamique 339-900 SaangYong Korando D20T high 339-995 Subaru Forester 2,0 X 342-400 Honda CR V-2,0 Comfort 347-400 GWM H6 2,0TCI Lux 349-900 Hyundai ix35 2,0 Premium auto 349-900 Mitsubishi Tirtion 2,5510-D D/Cab 351-900 JMC Vigus 2,4TDCI D/Cab 4WD SLX 355-900 JMC Vigus 2,4TDCI D/Cab 4WD SLX 355-900 JMC Vigus 2,4TDCI D/Cab 4WD SLX 359-900 Ford Kuga 1,5T Trend 359-900 SangYong Actyon Sports 2,0D 345-995 Mad Deluxe 369-900 Honda CR-V 2,0 Comfort auto 362-905 Nissan X-Trail 2,5 4x4 SE 364-200 V | | 200 400 |
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| SsangYong Korando D20T high auto 354 995 Volkswagen Tiguan 2,0TDI Trend&Fun 355 900 JMC Vigus 2,4TDC ID/Cab 4WD SLX 359 900 Ford Kuga 1,5T Trend 359 900 Chevrolet Captiva 2,4LT 359 300 Hyundai ix25 1,7CRDi Premium 359 900 SsangYong Actyon Sports 2,0D 359 995 4x4 Deluxe 362 400 Honda CR V 2,0 Comfort auto 362 400 Kia Sportage 2,0 362 995 Nissan X-Trail 2,5 4x4 SE 364 200 Volkswagen Tiguan 1,4TSI 118kW 364 500 Ford Kuga 1,5T Trend auto 367 900 Mazda BT-50 2,2 D/Cab SLE 369 900 Renault Koleos 2,5 4x4 Dynamique 369 900 Foton Tunland 2,8 D/Cab 4x4 Comfort 379 900 Volkswagen Transporter 2,0BiTDI 371 800 D/Cab Touton Mazda CX-5, 22DE Active 375 400 Nissan Navara 2,5dCi D/Cab XE 376 400 Volkswagen Tiguan 1,4TSI 4Motion Trend&Fun 376 400 Volkswagen Tiguan 1,4TSI 4Motion Trend&Fun 376 500 Leep Patriot 2,4L Limited 376 990 Subaru Forester 2,5 X | | |
| Volkswagen Tiguan 2,0TDI Trend&Fun 355 900 JMC Vigus 2,4TDC iD/Cab 4WD SLX 355 990 Ford Kuga 1,5T Trend 357 900 Chevrolet Captiva 2,4 LT 359 300 Hyundai ix25 1,7CRDi Premium 359 900 SsangYong Actyon Sports 2,0D 359 995 4x4 Deluxe 359 995 Honda CR-V 2,0 Comfort auto 362 400 Kia Sportage 2,0 362 995 Nissan X-Trail 2,5 4x4 SE 364 200 Volkswagen Tiguan 1,4TSI 118kW 364 500 Frend Kuga 1,5T Trend auto 367 900 Mazda BT-50 2,2 D/Cab SLE 369 900 Renault Koleos 2,5 4x4 Dynamique 369 900 Foton Tunland 2,8 D/Cab 4x4 Comfort 369 900 Foton Tunland 2,8 D/Cab 4x4 Comfort 369 900 Volkswagen Transporter 2,0BiTDI D/Cab 371 800 D/Cab 371 900 Volkswagen Transporter 2,0BiTDI D/Cab 374 995 Mazda CX-5 2,2DE Active 376 400 Nissan Navara 2,5dCi D/Cab XE 376 000 Chevrolet Captiva 2,4 LT auto 376 400 Volkswagen Tiguan 1,4TSI 4Motion Trend&Fun 376 500 <tr< td=""><td>Nissan X-Trail 1,6dCi XE</td><td></td></tr<> | Nissan X-Trail 1,6dCi XE | |
| JMC Vigus 2,4TDCi D/Cab 4WD SLX 355 990 Ford Kuga 1,5T Trend 357 900 Chevrolet Captiva 2,4 LT 359 300 Chevrolet Captiva 2,4 LT 359 300 SsangYong Actyon Sports 2,0D 359 995 4x4 Deluxe 359 995 Honda CR-V 2,0 Comfort auto 362 400 Kia Sportage 2,0 362 995 Nissan X-Trail 2,5 4x4 SE 364 200 Volkswagen Tiguan 1,4TSI 118kW Trend &Fru 1,5T Trend auto 367 900 Marda BT-50 2,2 D/Cab SLE 369 900 Renault Koleos 2,5 4x4 Dynamique 369 900 Ford Kuga 1,5T Trend auto 369 900 Renault Koleos 2,5 4x4 Dynamique 369 900 Foton Tunland 2,8 D/Cab 4x4 Comfort 370 900 Volkswagen Transporter 2,0BtTDI D/Cab 371 800 D/Cab 371 800 D/Cab 371 800 D/Cab 373 400 Nissan Navara 2,5dCi D/Cab XE 376 000 Chevrolet Captiva 2,4 LT auto 376 400 Volkswagen Tiguan 1,4TSI 4Motion 376 500 Chevrolet Captiva 2,4 LT auto 376 990 Subaru Forester 2,5 X 377 800 Jeep Patriot 2,4 L Limited 376 990 Volkswagen Tiguan 1,4TSI 118kW Trend &Fru 1,5T 118kW 379 500 Volkswagen Tiguan 1,4TSI 118kW 379 500 Volkswagen Tiguan 1,4TSI 118kW 379 500 Volkswagen Tiguan 1,4TSI 118kW 379 500 Nissan NP300 Hardbody 2,4 D/Cab 4x4 Toyota Hilux 2,7 D/Cab Raider 385 500 | | |
| Ford Kuga 1,5T Trend 357 900 Chevrolet Captiva 2,4 LT 359 300 Hyundai ix35 1,7CRDi Premium 359 900 SsangYong Actyon Sports 2,0D 4x4 Deluxe Honda CR-V 2,0 Comfort auto 362 400 Kia Sportage 2,0 362 995 Nissan X-Trail 2,5 4x4 SE 364 200 Volkswagen Tiguan 1,4TSI 118kW Trend&Frun 364 500 Ford Kuga 1,5T Trend auto 367 900 Mazda BT-50 2,2 D/Cab SLE 369 900 Mazda BT-50 2,2 D/Cab SLE 369 900 Foton Tunland 2,8 D/Cab 4x4 Comfort 369 900 Foton Tunland 2,8 D/Cab 4x4 Comfort 370 900 Volkswagen Transporter 2,0BiTDI D/Cab 700 Ford Kuga 1,5T Trend auto 371 900 Volkswagen Transporter 2,0BiTDI 371 800 D/Cab 700 Kia Sportage 2,0 auto 374 995 Mazda CX-5 2,2DE Active 375 400 Nissan Navara 2,5dCi D/Cab XE 376 000 Chevrolet Captiva 2,4 LT auto 376 400 Volkswagen Tiguan 1,4TSI 4Motion Trend&Frun 46Fun 376 990 Subaru Forester 2,5 X 377 800 Jeep Patriot 2,4L Limited 376 990 Subaru Forester 2,5 X 377 800 Jeep Compass 2,0L Limited 379 900 Volkswagen Tiguan 1,4TSI 118kW 7rend&Frun auto Nissan NP300 Hardbody 2,4 D/ Cab 4x4 Toyota Hilux 2,7 D/Cab Raider 385 500 | | 333 300 |
| Chevrolet Captiva 2,4 LT 359 300 Hyundai ix35 1,7CRDi Premium 359 900 SsangYong Actyon Sports 2,0D 359 995 Honda CR-V 2,0 Comfort auto 362 400 Kia Sportage 2,0 362 995 Nissan X-Trail 2,5 4x4 SE 364 200 Volkswagen Tiguan 1,4TSI 118kW 364 500 Ford Kuga 1,5T Trend auto 367 900 Mazda BT-50 2,2 D/Cab SLE 369 900 Renault Koleos 2,5 4x4 Dynamique 369 900 Foton Tunland 2,8 D/Cab 4x4 Comfort 489 950 Hyundai ix35 2,0 Executive 370 900 Volkswagen Transporter 2,0BiTDI D/Cab 371 800 D/Cab Attories 371 900 Kia Sportage 2,0 auto 374 995 Mazda CX-5 2,2DE Active 375 400 Nissan Navara 2,5dCi D/Cab XE 376 000 Chevrolet Captiva 2,4 LT auto 376 400 Volkswagen Tiguan 1,4TSI 4Motion Trend&Fun 376 990 Subaru Forester 2,5 X 377 800 Jeep Patriot 2,4L Limited 376 990 Subaru Forester 2,5 X 377 800 Jeep Compass 2,0L Limited 379 990 | | 357 900 |
| Hyundai ix35 1,7CRDi Premium 359 900 | | 350 300 |
| 4x4 Deluve 309 999 Honda CR-V 2,0 Comfort auto 362 400 Kia Sportage 2,0 362 995 Nissan X-Trail 2,5 4x4 SE 364 200 Volkswagen Tiguan 1,4TSI 118kW 364 500 Trend Agta 1,5T Trend auto 367 900 Mazda BT-50 2,2 D/Cab SLE 369 900 Renault Koleos 2,5 4x4 Dynamique 369 900 Foton Tunland 2,8 D/Cab 4x4 Comfort 369 990 Foton Tunland 2,8 D/Cab 4x4 Comfort 370 900 Volkswagen Transporter 2,0BiTDI 371 800 D/Cab 371 800 Ford Kuga 1,5T Trend auto 371 900 Kia Sportage 2,0 auto 374 995 Mazda CX-5 2,2DE Active 376 400 Nissan Navara 2,5dCi D/Cab XE 376 000 Chevrolet Captiva 2,4 LT auto 376 400 Volkswagen Tiguan 1,4TSI 4Motion Trend &Frun 376 990 Subaru Forester 2,5 X 377 800 Jeep Compass 2,0 L Limited 379 90 Volkswagen Tiguan 1,4TSI 118kW Trend &Frun auto 379 500 Nissan NP300 Hardbody 2,4 D/ Cab 4x4 380 400 Cab 4x4 380 400 | | |
| Honda CR-V 2,0 Comfort auto 362 400 | | - |
| Kia Sportage 2,0 Nissan X-Trail 2,5 4x4 SE Nissan X-Trail 2,5 4x4 SE Side 200 Volkswagen Tiguan 1,4TSI 118kW Trend & Fron Ford Kuga 1,5T Trend auto Mazda BT-50 2,2 D/Cab SLE Side 369 900 Renault Koleos 2,5 4x4 Dynamique Side 369 900 Renault Koleos 2,5 4x4 Dynamique Side 369 900 Renault Koleos 2,5 4x4 Dynamique Side 370 900 Volkswagen Transporter 2,0BiTDI D/Cab Ford Kuga 1,5T Trend auto 371 800 Volkswagen Transporter 2,0BiTDI D/Cab Mazda CX-5 2,2DE Active 375 400 Nissan Navara 2,5dCi D/Cab XE Nissan Navara 2,5dCi D/Cab XE Chevrolet Captiva 2,4 LT auto Volkswagen Tiguan 1,4TSI 4Motion Trend & Fron Jeep Patriot 2,4 L Limited 376 990 Subaru Forester 2,5 X 377 800 Jeep Compass 2,0 L Limited 379 900 Volkswagen Tiguan 1,4TSI 118kW Trend & Fron Nissan NP300 Hardbody 2,4 D/ Cab 4x4 Toyota Hilux 2,7 D/Cab Raider | | 362 400 |
| Nissan X-Trail 2,5 4x4 SE 364 200 | | |
| Trend&Fun 364-900 Ford Kuga 1,5T Trend auto 367-900 Mazda BT-50 2,2 D/Cab SLE 369-900 Renault Koleos 2,5 4x4 Dynamique 369-900 Foton Tunland 2,8 D/Cab 4x4 Comfort 369-950 Hyundai ix35 2,0 Executive 370-900 Volkswagen Transporter 2,0BiTD1 D/Cab 507-000 Ford Kuga 1,5T Trend auto 371-900 Kia Sportage 2,0 auto 374-995 Mazda CX-5 2,2DE Active 375-400 Nissan Navara 2,5dCi D/Cab XE 376-000 Chevrolet Captiva 2,4 LT auto 376-400 Volkswagen Tiguan 1,4TSI 4Motion Trend&Fun 376-90 Subaru Forester 2,5 X 377-800 Jeep Patriot 2,4L Limited 376-990 Subaru Forester 2,5 X 377-800 Jeep Compass 2,0L Limited 379-90 Volkswagen Tiguan 1,4TSI 118kW Trend&Fun auto Nissan NP300 Hardbody 2,4 D/Cab 4x4 Toyota Hilux 2,7 D/Cab Raider 385-500 | Nissan X-Trail 2,5 4x4 SE | 364 200 |
| Ford Kuga 1,5T Trend auto 367 900 Mazda BT-50 2,2 D/Cab SLE 369 900 Renault Koleos 2,5 4x4 Dynamique 369 900 Foton Tunland 2,8 D/Cab 4x4 Comfort 369 950 Hyundai ix35 2,0 Executive 370 900 Volkswagen Transporter 2,0BiTDI D/Cab Ford Kuga 1,5T Trend auto 371 800 Ford Kuga 1,5T Trend auto 371 900 Kia Sportage 2,0 auto 374 995 Mazda CX-5 2,2DE Active 375 400 Nissan Navara 2,5dCi D/Cab XE 376 000 Chevrolet Captiva 2,4 LT auto 376 400 Volkswagen Tiguan 1,4TSI 4Motion 376 500 Jeep Patriot 2,4L Limited 376 990 Subaru Forester 2,5 X 377 800 Jeep Compass 2,0L Limited 379 90 Volkswagen Tiguan 1,4TSI 118kW Trend&Fun auto 379 500 Nissan NP300 Hardbody 2,4 D/Cab 4x4 Toyota Hilux 2,7 D/Cab Raider 385 500 | | 364 500 |
| Mazda BT-50 2,2 D/Cab SLE 369 900 Renault Koleos 2,5 4x4 Dynamique 369 900 Foton Tunland 2,8 D/Cab 4x4 Comfort 369 950 Hyundai ix35 2,0 Executive 370 900 Volkswagen Transporter 2,0BTDI D/Cab 371 800 Ford Kuga 1,5T Trend auto 371 900 Kia Sportage 2,0 auto 374 995 Mazda CX-5 2,2DE Active 375 400 Nissan Navara 2,5dCi D/Cab XE 376 000 Chevrolet Captiva 2,4 LT auto 376 400 Volkswagen Tiguan 1,4TSI 4Motion Trend&Frun 376 500 Jeep Patriot 2,4L Limited 376 990 Subaru Forester 2,5 X 377 800 Jeep Compass 2,0L Limited 379 990 Volkswagen Tiguan 1,4TSI 118kW Trend&Frun auto 379 500 Nissan NP300 Hardbody 2,4 D/ Cab 4x4 380 400 Toyota Hilux 2,7 D/Cab Raider 385 500 | | 367 900 |
| Foton Tunland 2,8 D/Cab 4x4 Comfort 389 950 Hyundai ix35 2,0 Executive 370 900 Volkswagen Transporter 2,0BiTD1 D/Cab 371 800 D/Cab 371 800 Ford Kuga 1,5T Trend auto 371 900 Kia Sportage 2,0 auto 374 995 Mazda CX-5 2,2DE Active 375 400 Nissan Navara 2,5dC D/Cab XE 376 000 Chevrolet Captiva 2,4 LT auto 376 400 Volkswagen Tiguan 1,4TSI 4Motion Trend&Frun 376 500 Trend&Frun 376 990 Subaru Forester 2,5 X 377 800 Jeep Patriot 2,4 LLimited 376 990 Subaru Forester 2,5 X 377 800 Jeep Compass 2,0 LLimited 377 990 Volkswagen Tiguan 1,4TSI 118kW Trend&Frun auto Nissan NP300 Hardbody 2,4 D/Cab 4x4 Toyota Hilux 2,7 D/Cab Raider 385 500 | | |
| Hyundai ix35 2,0 Executive 370 900 | | |
| Volkswagen Transporter 2,0BiTDI 371 800 D/Cab 371 900 Kia Sportage 2,0 auto 374 995 Mazda CX-5 2,2DE Active 375 400 Nissan Navara 2,5dCi D/Cab XE 376 000 Chevrolet Captiva 2,4 LT auto 376 400 Volkswagen Tiguan 1,4TSI 4Motion Trend&Frun 376 500 Jeep Patriot 2,4L Limited 376 990 Subaru Forester 2,5 X 377 800 Jeep Compass 2,0L Limited 379 990 Volkswagen Tiguan 1,4TSI 118kW Trend&Frun auto 379 500 Nissan NP300 Hardbody 2,4 D/ Cab 4x4 380 400 Toyota Hilux 2,7 D/Cab Raider 385 500 | | |
| D/Cab 371 600 Ford Kuga 1,5T Trend auto 371 900 Kia Sportage 2,0 auto 374 995 Mazda CX-5 22DE Active 375 400 Nissan Navara 2,5dCi D/Cab XE 376 000 Chevrolet Captiva 2,4 LT auto 376 400 Volkswagen Tiguan 1,4TSI 4Motion Trend &Frun 376 500 Jeep Patriot 2,4L Limited 376 990 Subaru Forester 2,5 X 377 800 Jeep Compass 2,0L Limited 379 990 Volkswagen Tiguan 1,4TSI 118kW Trend &Frun auto 379 500 Nissan NP300 Hardbody 2,4 D/ Cab 4x4 380 400 Toyota Hilux 2,7 D/Cab Raider 385 500 | | 370 300 k |
| Kia Sportage 2,0 auto 374 995 Mazda CX-52,2DE Active 375 400 Nissan Navara 2,5clC D/Cab XE 376 000 Chevrolet Captiva 2,4 LT auto 376 400 Volkswagen Tiguan 1,4TSI 4Motion Trend&Frun 376 500 Jeep Patriot 2,4 LLimited 376 990 Subaru Forester 2,5 X 377 800 Jeep Compass 2,0 LLimited 379 990 Volkswagen Tiguan 1,4TSI 118kW Trend&Fun auto 379 500 Nissan NP300 Hardbody 2,4 D/ Cab 4x4 380 400 Toyota Hilux 2,7 D/Cab Raider 385 500 | | 371 800 |
| Mazda CX-5 2,2DE Active 375 400 Nissan Navara 2,5dCi D/Cab XE 376 000 Chevrolet Captiva 2,4 LT auto 376 400 Volkswagen Tiguan 1,4TSI 4Motion Trend&Frun 376 500 Trend&Frun 376 990 Subaru Forester 2,5 X 377 800 Jeep Compass 2,0L Limited 379 990 Volkswagen Tiguan 1,4TSI 118kW Trend&Frun auto 379 500 Nissan NP300 Hardbody 2,4 D/Cab 4x4 380 400 Toyota Hilux 2,7 D/Cab Raider 385 500 | - | |
| Nissan Navara 2,5dCi D/Cab XE 376 000 | | |
| Chevrolet Captiva 2,4 LT auto 376 400 Volkswagen Tiguan 1,4TSI 4Motion Trend&Fun 376 500 Jeep Patriot 2,4L Limited 376 990 Subaru Forester 2,5 X 377 800 Jeep Compass 2,0L Limited 377 990 Volkswagen Tiguan 1,4TSI 118kW Trend&Fun auto 379 500 Nissan NP300 Hardbody 2,4 D/ Cab 4x4 380 400 Toyota Hilux 2,7 D/Cab Raider 385 500 | | _ |
| Volkswagen Tiguan 1,4TSI 4Motion Trend&Frun 376 500 Jeep Patriot 2,4L Limited 376 990 Subaru Forester 2,5 X 377 800 Jeep Compass 2,0L Limited 377 990 Volkswagen Tiguan 1,4TSI 118kW Trend&Frun auto 379 500 Nissan NP300 Hardbody 2,4 D/ Cab 4x4 380 400 Toyota Hilux 2,7 D/Cab Raider 385 500 | | |
| Trend&Fun 376 990 Jeep Patriot 2,4L Limited 376 990 Subaru Forester 2,5 X 377 800 Jeep Compass 2,0L Limited 377 990 Volkswagen Tiguan 1,4TSI 118kW 379 500 Trend&Fun auto 379 500 Nissan NP300 Hardbody 2,4 D/ Cab 4x4 Toyota Hilux 2,7 D/Cab Raider 386 500 | Volkswagen Tiguan 1,4TSI 4Motion | 376 500 |
| Subaru Forester 2,5 X 377 800 Jeep Compass 2,0L Limited 377 990 Volkswagen Tiguan 1,4TSI 118kW Trend&Fun auto 379 500 Nissan NP300 Hardbody 2,4 D/ Cab 4x4 380 400 Toyota Hilux 2,7 D/Cab Raider 385 500 | Trend&Fun | |
| Jeep Compass 2,0L Limited 377 990 Volkswagen Tiguan 1,4TSI 118kW 379 500 Trend&Fun auto 379 500 Nissan NP300 Hardbody 2,4 D/Cab 4x4 380 400 Toyota Hilux 2,7 D/Cab Raider 385 500 | | |
| Volkswagen Tiguan 1,4TSI 118kW 379 500 Trend&Fun auto 380 400 Nissan NP300 Hardbody 2,4 D/Cab 4x4 380 400 Toyota Hilux 2,7 D/Cab Raider 385 500 | | 377 990 F |
| Renocerun auto | Volkswagen Tiguan 1,4TSI 118kW | |
| Cab 4x4 Toyota Hilux 2,7 D/Cab Raider | | 1 |
| | Cab 4x4 | 380 400 L |
| Legend 45 | | 385 500 |
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| | PRICE (R) |
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| Hyundai ix35 2,0 Executive Special Edition | 385 900 |
| Toyota Fortuner 2,5D-4D | 385 900 |
| Nissan X-Trail 1,6dCi 4x4 SE | 388 300 |
| Toyota RAV4 2,2D-4D AWD GX | 389 400 |
| Suzuki Grand Vitara 2,4 Summit | 389 900 |
| Foton Tunland 2,8 D/Cab 4x4 Luxury | 389 950 |
| Chevrolet Captiva 2,2D LT | 390 700 |
| Jeep Compass 2,0L Limited auto | 390 990 |
| | 391 900 |
| Ford Ranger 2,2 D/Cab 4x4 XL-Plus Jeep Patriot 2,4L Limited auto | |
| | 391 990 |
| Kia Sportage 2,0CRDi | 392 995 |
| Honda CR-V 2,0 Elegance | 394 400 |
| SsangYong Korando D20T 4x4 Deluxe | 394 995 |
| SsangYong Rexton W RX270XDi | 394 995 |
| Isuzu KB 250D-Teq D/Cab LE | 395 500 |
| Toyota Hilux 2,7 D/Cab Raider Dakar | 396 700 |
| Hyundai ix35 2,0 Elite | 397 400 |
| Kia Sportage 2,0 AWD | 397 995 |
| Mazda CX-5 2,5 Individual | 398 600 |
| Ford Kuga 1,5T AWD Trend | 398 900 |
| Toyota Fortuner 2,5D-4D auto | 399 200 |
| Renault Koleos 2,5 4x4 Dynamique | 399 900 |
| auto | _ |
| Ford Ranger 2,2 D/Cab Hi-Rider XLS | 401 900 |
| Mazda BT-50 3,2 D/Cab SLE | 401 900 404 995 |
| Kia Sportage 2,0CRDi auto | |
| Suzuki Grand Vitara 2,4 Summit auto | 405 900 |
| Toyota Hilux 2,5D-4D D/Cab 4x4 SRX | 406 900 |
| Volkswagen Transporter 2,0BiTDI D/ Cab 4Motion | 408 700 |
| Honda CR-V 2,0 Elegance auto | 409 400 |
| Kia Sportage 2,0 AWD auto | 409 995 |
| Subaru Forester 2,5 XS | 411 000 |
| Mazda BT-50 3,2 D/Cab SLE auto | 411 900 |
| Hyundai ix35 2,0 Elite Special Edition | 412 400 |
| Isuzu KB 250D-Teq D/Cab 4x4 LE | 418 100 |
| Toyota Hilux 2,5D-4D D/Cab Raider | |
| Legend 45 | 420 100 |
| Volkswagen Amarok 2,0TDI D/Cab | 420 100 |
| Trendline | |
| Nissan Navara 2,5dCi D/Cab 4x4 XE | 420 200 |
| Volkswagen Tiguan 2,0TDI 4Motion Trend&Fun | 422 400 |
| Hyundai ix35 2,0CRDi Elite | 422 900 |
| Ford Kuga 2,0TDCi AWD Trend | 424 900 |
| Nissan Navara 2,5dCi D/Cab SE | 425 000 |
| Chevrolet Trailblazer 2,5D LT | 426 300 |
| Kia Sportage 2,0CRDi AWD | 427 995 |
| Mitsubishi Triton 2,5DI-D 4x4 D/Cab | 429 900 |
| Toyota Hilux 2,5D-4D D/Cab Raider | |
| Dakar | 431 800 |
| Nissan Navara 2,5dCi D/Cab LE | 437 400 |
| Isuzu KB 300D-Teq D/Cab LX | 439 100 |
| Toyota RAV4 2,5 AWD VX | 439 700 |
| Ford Kuga 2,0T AWD Titanium | 439 900 |
| Mitsubishi Outlander 2,4 GLS Exceed | 439 900 |
| Mitsubishi Pajero Sport 2,5DI-D | 439 900 |
| Kia Sportage 2,0CRDi AWD auto | 439 995 |
| Toyota Hilux 3,0D-4D D/Cab Raider | 447 100 |
| Legend 45 | 447 100 |
| Volkswagen Tiguan 2,0TDI 4Motion Track&Field | 447 500 |
| SsangYong Rexton W RX270XDi Deluxe | 449 995 |
| Volkswagen Amarok 2,0BiTDI D/ | 450 200 |
| Cab Highline | |
| Kia Sorento 2,2CRDi | 452 995 |
| Isuzu KB 300D-Teq D/Cab LX auto | 453 400 |
| Subaru Forester 2,5 XS Premium | 453 500 |
| Mazda BT-50 3,2 D/Cab 4x4 SLE | 453 900 |
| Ford Ranger 2,2 D/Cab 4x4 XLS | 454 900 |
| Mazda CX-5 2,2DE AWD Akera | 456 100 |
| Ford Ranger 3,2 D/Cab Hi-Rider XLT | 456 900 |
| Isuzu KB 300D-Teq D/Cab LX Midnite Edition | 457 173 |
| Toyota Hilux 3,0D-4D D/Cab Raider Dakar | 459 200 |
| Ford Kuga 2,0TDCi AWD Titanium | 459 900 |
| Toyota Hilux 4,0 V6 D/Cab Raider | 460 200 |
| Legend 45 Toyota Hilux 3,0D-4D D/Cab Raider | |
| Legend 45 auto | 461 000 |
| Volkswagen Tiguan 2,0TDI 4Motion Sport&Style | 461 000 |

| | PRICE (R) |
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| Nissan Navara 2,5dCi D/Cab LE auto | 461 600 |
| Toyota Fortuner 3,0D-4D | 463 600 |
| Mazda BT-50 3,2 D/Cab 4x4 SLE auto Volkswagen Amarok 2,0BiTDI D/Cab | 465 900 |
| Highline auto | 467 700 |
| Toyota RAV4 2,2D-4D AWD VX Ford Ranger 3,2 D/Cab Hi-Rider | 469 000 |
| XLT auto | 469 900 |
| Toyota Fortuner 3,0D-4D Epic Volkswagen Amarok 2,0TDI D/Cab | 471 000 |
| Trendline 4Motion | 471 100 |
| Isuzu KB 300D-Teq D/Cab LX Midnite Edition auto | 471 373 |
| Toyota Hilux 4,0 V6 D/Cab Raider Dakar | 472 500 |
| Toyota Hilux 3,0D-4D D/Cab Raider Dakar auto | 473 300 |
| Nissan X-Trail 1,6dCi 4x4 LE | 473 600 |
| Mitsubishi Pajero Sport 2,5DI-D 4x4 | 474 900 |
| Toyota Fortuner 3,0D-4D auto | 476 700 |
| Kia Sportage 2,0CRDi AWD Explore auto | 481 995 |
| Volkswagen Tiguan 2,0TSI 4Motion Sport&Style | 483 000 |
| Toyota Fortuner 3,0D-4D Epic auto | 484 200 |
| Ford Ranger 3,2 D/Cab Hi-Rider Wildtrak | 484 900 |
| Hyundai ix35 2,0CRDi 4WD Elite | 484 900 |
| Jeep Wrangler 3,6L Sahara | 484 990 |
| Mitsubishi Pajero Sport 2,5DI-D 4x4 auto | 489 900 |
| Ford Ranger 3,2 D/Cab Hi-Rider Wildtrak auto | 494 900 |
| Nissan Pathfinder 2,5dCi SE | 494 900 |
| Nissan Navara 2,5dCi D/Cab 4x4 LE | 495 500 |
| Toyota Fortuner 4,0 V6 | 495 500 498 100 |
| Isuzu KB 300D-Teq D/Cab 4x4 LX Jeep Cherokee 2,4L Longitude | 500 990 |
| Volkswagen Amarok 2,0BiTDI D/Cab Highline 4Motion | 501 200 |
| Nissan Navara 2,5dCi D/Cab 4x4 LE auto | 501 700 |
| Toyota Fortuner 4,0 V6 Epic | 503 000 |
| Chevrolet Trailblazer 2,8D LTZ auto | 503 400 |
| Toyota Hilux 3,0D-4D D/Cab 4x4 Raider Legend 45 | 505 400 |
| Toyota FJ Cruiser | 506 300 |
| Honda CR-V 2,4 Executive AWD Jeep Wrangler 3,6L Rubicon | 508 400 509 990 |
| Nissan Pathfinder 2,5dCi SE auto | 510 700 |
| Ford Ranger 3,2 D/Cab 4x4 XLT | 514 900 |
| Isuzu KB 300D-Teq D/Cab 4x4 LX Midnite Edition | 516 073 |
| Toyota Fortuner 3,0D-4D 4x4 | 516 200 |
| Toyota Hilux 3,0D-4D D/Cab 4x4 Raider Dakar | 518 400 |
| Volkswagen Amarok 2,0BiTDI D/Cab Highline 4Motion auto | 518 700 |
| Toyota Hilux 3,0D-4D D/Cab 4x4 Raider Legend 45 auto | 519 500 |
| Land Rover Defender 90 TD Station | 520 800 |
| Wagon S Toyota Fortuner 3,0D-4D 4x4 Epic | 523 700 |
| Ford Ranger 3,2 D/Cab 4x4 XLT auto | 525 900 |
| Toyota Land Cruiser 79 4,0 V6 D/Cab | 527 500 |
| Toyota Fortuner 3,0D-4D 4x4 auto | 529 600 |
| Jeep Wrangler Unlimited 3,6L Sahara Toyota FJ Sport Cruiser | 529 990 531 400 |
| Toyota Hilux 3,0D-4D D/Cab 4x4 | 532 700 |
| Raider Dakar auto Subaru Forester 2,0 XT | 534 000 |
| Jeep Cherokee 3,2L Limited | 536 990 |
| Toyota Fortuner 3,0D-4D 4x4 Epic auto | 537 000 |
| Volvo XC60 D4 Essential | 538 300 |
| Volvo XC60 T5 Essential Lexus NX 200t E | 539 200 539 900 |
| Chevrolet Trailblazer 2,8D 4x4 LTZ | 540 200 |
| Toyota Land Cruiser 78 4,2D Wagon | 540 500 |
| Jeep Wrangler 3,6L Rubicon X | 541 990 |
| Jeep Wrangler Unlimited 3,6L Altitude Honda CR-V 2,4 Exclusive AWD | 542 990 544 400 |
| Toyota Hilux 4,0 V6 D/Cab 4x4 Raider | |
| Legend 45 | 544 600 |
| Toyota Fortuner 4,0 V6 4x4 BMW X3 xDrive20i | 547 900 548 938 |
| Kia Sorento 2,2CRDi 4WD | 548 995 |
| Hyundai Santa Fe 2,2CRDi Premium | 549 900 |
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| Land Rover Defender 90 TD Station Wagon Black LE | 551 100 |
| Land Rover Defender 90 TD Station | 551 600 |
| Wagon Silver LE Ford Ranger 3,2 D/Cab 4x4 Wildtrak | 551 900 |
| Toyota Land Cruiser 79 4,2D D/Cab | 553 300 |
| Jeep Wrangler Unlimited 3,6L Rubicon | 554 990 |
| Toyota Fortuner 4,0 V6 4x4 Epic | 555 400 |
| Chevrolet Trailblazer 2,8D 4x4 LTZ auto | 558 600 |
| Toyota Hilux 4,0 V6 D/Cab 4x4 Raider Dakar | 558 200 |
| Land Rover Defender 110 TD Station | 558 700 |
| Wagon S Audi Q5 2,0T S quattro | 559 000 |
| Audi Q5 2,0TDI S quattro | 565 000 |
| BMW X3 xDrive20i auto | 565 707 |
| Toyota Land Cruiser 76 4,2D Station Wagon | 565 900 |
| Mitsubishi Pajero 3-door 3,2DI-D GLS | 569 900 |
| Chevrolet Trailblazer 3,6 V6 4x4 LTZ Hyundai Santa Fe 2,2CRDi 4WD | 570 000 |
| Executive Land Rover Defender 110 TD D/Cab S | 574 900 |
| BMW X3 xDrive20d | 577 800 578 629 |
| Kia Sorento 2,2CRDi 4WD Adventure | 578 995 |
| Lexus NX 200t EX | 579 900 |
| Jeep Wrangler Unlimited 3,6L Rubicon X | 579 990 |
| Audi Q5 2,0TDI S quattro auto | 582 000 |
| Land Rover Defender 130 TD crew cab E | 586 400 |
| Jeep Wrangler Unlimited 2,8CRD Sahara | 589 990 |
| Land Rover Defender 110 TD Station | 592 000 |
| Wagon Silver LE Jeep Cherokee 3,2L 4x4 Limited | 592 990 |
| Infiniti QX50 3,0d | 596 949 |
| Land Rover Defender 110 TD Station Wagon Black LE | 599 100 |
| Volvo XC60 D5 AWD Excel | 608 300 |
| Volvo XC60 T6 Excel | 614 100 |
| Toyota Land Cruiser 79 4,5D-4D LX V8 D/Cab | 621 300 |
| Infiniti QX50 3,7 GT | 629 070 |
| Hyundai Santa Fe 2,2CRDi 4WD Elite Lexus NX 300h EX | 629 900 633 000 |
| Nissan Murano 3,5 | 634 500 |
| Toyota Land Cruiser 76 4,5D-4D LX V8 Station Wagon | 635 400 |
| Audi Q5 2,0T SE quattro | 636 000 |
| Infiniti QX50 3,0d GT Mitsubishi Pajero 5-door 3,2DI-D GLS | 637 824 639 900 |
| Nissan Navara 3,0dCi V6 D/Cab 4x4 LE | - |
| Land Rover Range Rover Evoque | 645 522 |
| SD4 Pure BMW X3 xDrive28i | 648 809 |
| Land Rover Range Rover Evoque Si4 Pure | 652 990 |
| Nissan Pathfinder 2,5dCi LE | 653 500 |
| Jeep Cherokee 3,2L 4x4 Trailhawk | 654 990 |
| Lexus NX 200t F-Sport Mitsubishi Pajero 5-door 3,2DI-D | 659 900 |
| GLS Exceed | 659 900 |
| Toyota Land Cruiser Prado 4,0 TX Infiniti QX50 3,7 GT Premium | 667 600 670 476 |
| Toyota Land Cruiser Prado 3,0DT TX | 677 900 |
| Infiniti QX70 3,7 GT | 679 130 |
| Infiniti QX50 3,0d GT Premium Volvo XC60 T6 AWD R-Design | 679 230 689 400 |
| Nissan Patrol 3,0Di GL | 700 600 |
| Infiniti QX70 3,0d GT | 701 200 |
| Volkswagen Touareg V6 Elegance | 709 100 |
| Land Rover Discovery TDV6 XS Infiniti QX70 3,7 S | 711 586 721 130 |
| Audi Q5 3,0T SE quattro | 721 130 |
| Lexus RX 350 EX | 723 300 |
| Jeep Grand Cherokee 3,6L Limited BMW X3 xDrive30d | 724 990 733 975 |
| Infiniti QX70 3,7 GT Premium | 735 700 |
| Audi Q53,0TDI SE quattro | 742 000 |
| Infiniti QX70 3,0d S Land Rover Range Rover Evoque | 743 200 |
| SD4 Dynamic | 749 322 |
| Land Rover Range Rover Evoque Si4 Dynamic | 756 890 |
| | |

| | Infiniti QX70 3,0d GT Premium | 757 770 |
|---|--|--------------------|
| | BMW X3 xDrive35i Land Rover Range Rover Evoque | 758 990 |
| ŀ | Coupé SD4 Dynamic | 762 112 |
| 1 | Nissan Pathfinder 3,0dCi V6 LE | 762 200 |
| | Infiniti QX70 3,7 S Premium Toyota Land Cruiser Prado 4,0 VX | 764 130 768 900 |
| | Land Rover Range Rover Evoque | 769 690 |
| t | Coupé Si4 Dynamic | |
| | Toyota Land Cruiser Prado 3,0DT VX Infiniti QX70 3,7 S Black | 773 300 777 630 |
| | Infiniti QX70 3,0d S Premium | 786 200 |
| | Volvo XC90 D4 Momentum | 792 000 |
| 1 | Nissan Patrol 4,8 GRX | 795 100 |
| | Volkswagen Touareg V6 TDI Luxury | 796 500 |
| | Land Rover Range Rover Evoque SD4 Autobiography | 797 722 |
| | Infiniti QX70 3,0d S Black | 799 700 |
| | Jeep Grand Cherokee 3,6L Overland | 799 990 |
| | Land Rover Range Rover Evoque Si4 Autobiography | 805 090 |
| | Volvo XC90 T5 AWD Momentum | 815 400 |
| | Volkswagen Touareg V6 TDI Escape | 822 100 |
| | Mercedes-Benz ML250 BlueTec | 826 930 |
| - | Jeep Grand Cherokee 3,0CRD Limited | 829 990 835 990 |
| | Jeep Grand Cherokee 5,7L Overland Volvo XC90 D5 AWD Momentum | 841 200 |
| | Land Rover Discovery SDV6 S | 842 986 |
| | Porsche Cayenne | 852 000 |
| | Volvo XC90 T6 AWD Momentum | 855 000 |
| | Audi Q7 3,0TDI quattro | 855 500 |
| ı | Porsche Macan S diesel | 862 000 |
| | Audi SQ5 TDI quattro Porsche Macan S | 867 000 873 000 |
| H | Infiniti QX70 5,0 S Premium | 877 130 |
| | BMW X5 xDrive35i | 877 400 |
| | BMW X5 xDrive30d | 890 194 |
| | Land Rover Discovery SCV6 SE | 895 329 |
| f | Land Rover Discovery SDV6 SE | 895 886 |
| | Jeep Grand Cherokee 3,0CRD Overland | 899 990 |
| | Audi Q7 3,0T quattro | 900 000 |
| | Land Rover Range Rover Sport SCV6 S | 916 774 |
| | Lexus RX 450h SE | 918 800 |
| | Porsche Cayenne diesel | 921 000 |
| t | Land Rover Range Rover Sport TDV6 S | 939 331 |
| | Mercedes-Benz ML350 BlueTec | 940 792 |
| | BMW X6 xDrive35i | 955 503 |
| | Mercedes-Benz ML400 | 963 952 |
| | Porsche Cayenne S Volkswagen Touareg V8 TDI | 986 000 |
| | Executive | 990 600 |
| | Volvo XC90 T8 Momentum | 993 100 |
| | Land Rover Discovery SCV6 HSE | 1 001 929 |
| | Land Rover Discovery SDV6 HSE BMW X5 xDrive40d | 1 002 586 |
| | Land Rover Range Rover Sport | |
| | SCV6 SE | 1 010 974 |
| | Toyota Land Cruiser 200 4,6 V8 VX Mercedes-Benz G300CDI | 1 053 300 |
| | Professional | 1 053 986 |
| | Audi Q7 4,2TDI quattro | 1 055 000 |
| | BMW X6 xDrive40d | 1 056 912 |
| | Toyota Land Cruiser 200 4,5D-4D VX Land Rover Range Rover Sport | 1 081 600 |
| | SDV6 SE | 1 091 131 |
| | Jeep Grand Cherokee SRT8 | 1 099 990 |
| | BMW X5 xDrive50i | 1 113 670 |
| | Porsche Cayenne S e-hybrid Porsche Cayenne S diesel | 1 133 000 |
| | Mercedes-Benz GL350 BlueTec | 1 163 031 |
| | Mercedes-Benz ML500 | 1 165 647 |
| | BMW X5 M50d | 1 168 938 |
| | BMW X6 xDrive50i | 1 173 773 |
| | Porsche Cayenne GTS | 1 176 000 |
| | | 1 192 474 |
| | Land Rover Range Rover Sport SCV6 HSE | 1 132 4/4 |
| | | 1 239 000 |

PRICE (R)

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| | PRICE (F |
|---|-----------|
| Mercedes-Benz GL500 | 1 324 387 |
| Lexus LX 570 SE | 1 330 900 |
| BMW X6 M50d | 1 332 540 |
| Mercedes-Benz G350 BlueTec | 1 398 255 |
| Land Rover Range Rover Sport Supercharged HSE Dynamic | 1 415 223 |
| Land Rover Range Rover Sport SDV8 HSE Dynamic | 1 424 283 |
| Land Rover Range Rover TDV6 Vogue | 1 479 378 |
| Land Rover Range Rover Sport Sprchgd Autobiography Dynamic | 1 549 023 |
| Land Rover Range Rover Sport SDV8 Autobiography Dynamic | 1 556 083 |
| Mercedes-Benz G500 | 1 564 393 |
| BMW X5 M | 1 657 159 |
| BMW X6 M | 1 690 659 |
| Mercedes-Benz ML63 AMG | 1 694 206 |
| Porsche Cayenne turbo | 1 760 000 |
| Land Rover Range Rover SDV8 Vogue SE | 1 765 883 |
| Land Rover Range Rover Sport SVR | 1 795 125 |
| Land Rover Range Rover Supercharged Vogue SE | 1 820 125 |
| Mercedes-Benz GL63 AMG | 1 991 537 |
| Land Rover Range Rover SDV8 Autobiography | 2 006 383 |
| Land Rover Range Rover Supercharged Autobiography | 2 060 525 |
| Land Rover Range Rover L SDV8 Autobiography | 2 090 083 |
| Mercedes-Benz G63 AMG | 2 131 625 |
| Land Rover Range Rover L Supercharged Autobiography | 2 144 225 |
| Porsche Cayenne turbo S | 2 255 000 |
| Land Rover Range Rover L SDV8 Autobiography Black | 2744283 |
| Land Rover Range Rover L Supercharged Autobiography Black | 2 798 625 |
| BAKKIES | |
| DFSK Mini Truck K01 1,0 | 76 990 |
| Changan Star II 1,0 | 77 990 |
| DFSK Mini Truck K01 1,3 | 92 990 |

| | PRICE (R) |
|--|-----------|
| Changan Star II 1,3 | 93 990 |
| Changan Star II 1,3 King cab | 97 990 |
| DFSK Mini Truck K01 1,3 J-Car | 106 990 |
| Tata Super Ace 1,4D DLS | 131 995 |
| Chevrolet Utility 1,4 | 138 900 |
| Nissan NP200 1,6i | 139 000 |
| JMC Boarding 2,8TD | 139 880 |
| Foton Thunda 2,2 V | 139 950 |
| Tata Super Ace 1,4D DLE | 139 995 |
| Mahindra Bolero 2,5TD dropside | 142 995 |
| Mahindra Bolero 2,5TD Loader | 142 995 |
| JMC Boarding 2,8TD Lux | 149 880 |
| Foton Thunda 2,2 CV | 149 950 |
| Daihatsu Gran Max 1,5 | 154 995 |
| Nissan NP200 1,6i pack | 156 300 |
| Chevrolet Utility 1,8 | 157 600 |
| Mahindra Bolero 2,5TD | 157 995 |
| Tata Xenon 3,0L Fleetline | 157 995 |
| GWM Steed 5 2,2L Workhorse | 159 900 |
| Chevrolet Utility 1,4 UteForce Edition | 160 900 |
| Nissan NP300 Hardbody 2,0 | 161 200 |
| Daihatsu Gran Max 1,5 high-spec | 164 995 |
| Mahindra Scorpio Pik-up 2,5TCl Loader | 164 995 |
| Chevrolet Utility 1,4 Club | 167 400 |
| Nissan NP200 1,6i Stealth | 169 000 |
| Nissan NP200 1,6 16v S | 169 000 |
| JMC Boarding 2,8TD 4x4 Lux | 169 880 |
| Chevrolet Utility 1,8 Club | 173 300 |
| Tata Xenon 2,2L DLE | 176 995 |
| Mahindra Genio 2,2CRDe Single Cab | 177 995 |
| Mitsubishi Triton 2,4 GL | 179 900 |
| Foton Thunda 2,8TD CV | 179 950 |
| GWM Steed 5 2,4L Lux | 189 900 |
| Nissan NP300 Hardbody 2,5TDi | 189 900 |
| Mahindra Bolero 2,5TD 4x4 | 189 995 |
| Chevrolet Utility 1,4 Sport | 193 700 |
| Mahindra Scorpio Pik-up 2,2CRDe | 193 995 |

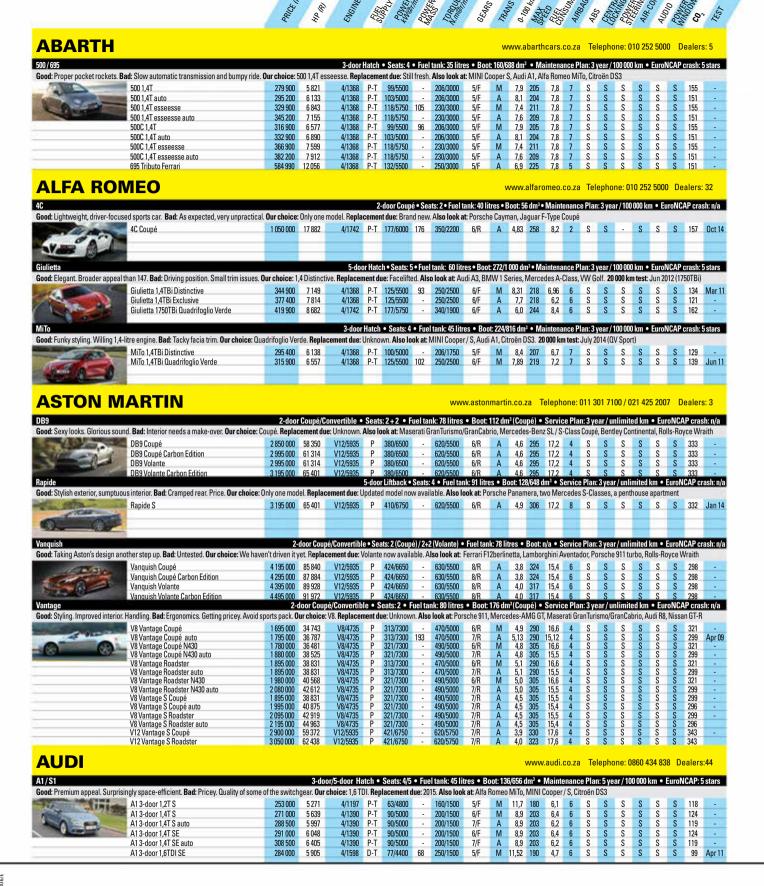
| | PRICE |
|--|---------|
| Mitsubishi Triton 2,4 GLX | 194 900 |
| Nissan NP200 1,5dCi pack | 197 900 |
| Nissan NP200 1,6 16v SE | 198 900 |
| Ford Ranger 2,5 | 199 900 |
| GWM Steed 5 2,0WGT | 199 900 |
| Foton Tunland 2,8 on-road Comfort | 199 950 |
| Tata Xenon XT 2,2L | 199 995 |
| Chevrolet Utility 1,8 Sport | 201 600 |
| Mitsubishi Triton 2,5DI-D GL | 204 900 |
| Toyota Hilux 2,0 | 209 500 |
| Ford Ranger 2,2 | 210 900 |
| Isuzu KB 250 | 212 500 |
| Chevrolet Utility 1,3D Club | 213 300 |
| Toyota Hilux 2,0 S | 216 000 |
| GWM Steed 5 2,4L 4x4 Lux | 219 900 |
| Nissan NP200 1,5dCi SE | 221 300 |
| Mahindra Scorpio Pik-up 2,2CRDe Adventure | 226 995 |
| Hyundai H-100 Bakkie 2,6D deck | 227 400 |
| GWM Steed 5 2,0VGT Lux | 229 900 |
| Isuzu KB 250 Fleetside | 235 500 |
| Ford Ranger 2,5 XL | 235 900 |
| Toyota Hilux 2,5D-4D | 238 500 |
| Foton Tunland 2,8 off-road Comfort | 239 950 |
| Toyota Hilux 2,5D-4D S | 244 300 |
| Mitsubishi Triton 2,5DI-D GLX | 244 900 |
| Mahindra Scorpio Pik-up 2,2CRDe 4x4 | 244 995 |
| Ford Ranger 2,2 XL | 245 900 |
| Ford Ranger 2,5 Hi-Rider XL | 249 900 |
| Foton Tunland 2,8 off-road Luxury | 249 950 |
| Tata Xenon XT 2,2L 4x4 | 254 995 |
| Isuzu KB 250D-Teq Fleetside | 257 700 |
| Nissan NP300 Hardbody 2,5TDi Hi-rider | 258 600 |
| GWM Steed 5 2,0VGT 4x4 Lux | 259 900 |
| Ford Ranger 2,2 Hi-Rider XL | 261 900 |
| Nissan NP300 Hardbody 2,4 4x4 | 262 500 |
| Ford Ranger 2,5 SuperCab Hi-Rider XL | 268 900 |

| | PRICE |
|---|---------|
| Volkswagen Amarok 2,0TDI | 274 700 |
| Mahindra Scorpio Pik-up 2,2CRDe 4x4 Adventure | 277 995 |
| Volkswagen Transporter 2,0TDI 75kW | 285 200 |
| Mazda BT-50 2,2 SLX | 285 900 |
| Toyota Hilux 2,5D-4D SRX | 291 800 |
| Nissan NP300 Hardbody 2,5TDi 4x4 | 291 900 |
| Isuzu KB 250D-Teq LE | 297 000 |
| Mazda BT-50 2,2 FreeStyle Cab SLX | 299 900 |
| Mitsubishi Triton 2,5DI-D ClubCab | 299 900 |
| Toyota Hilux 2,5D-4D Xtra cab SRX | 304 700 |
| Toyota Hilux 2,7 Raider Legend 45 | 306 200 |
| Ford Ranger 2,2 SuperCab Hi-Rider XL | 309 900 |
| Ford Ranger 2,2 4x4 XL | 313 900 |
| Ford Ranger 2,2 Hi-Rider XLS | 314 900 |
| Toyota Hilux 2,7 Raider Dakar | 315 100 |
| Isuzu KB 250D-Teg Extended Cab LE | 319 800 |
| Volkswagen Transporter 2,0TDI 103kW | 326 100 |
| Volkswagen Amarok 2,0TDI 4Motion | 328 700 |
| Isuzu KB 300D-Teq LX | 342 200 |
| Volkswagen Transporter 2,0TDI 103kW auto | 343 600 |
| Ford Ranger 2,2 4x4 XL-Plus | 343 900 |
| Toyota Hilux 2,5D-4D 4x4 SRX | 349 000 |
| Isuzu KB 250D-Teq 4x4 LE | 349 100 |
| Mazda BT-50 3,2 FreeStyle Cab SLE | 349 900 |
| Toyota Hilux 3,0D-4D Raider Legend 45 | 352 000 |
| Volkswagen Amarok 2,0TDI Trendline | 352 900 |
| Nissan Navara 2,5dCi KingCab XE | 353 200 |
| Ford Ranger 3,2 Hi-Rider XLS | 358 900 |
| Toyota Hilux 3,0D-4D Raider Dakar | 361 600 |
| Mazda BT-50 3,2 Free Style Cab SLE auto | 361 900 |
| Ford Ranger 2,2 4x4 XLS | 369 900 |
| Toyota Hilux 3,0D-4D Xtra cab Raider Legend 45 | 381 600 |
| Isuzu KB 300D-Teq Extended Cab LX | 385 800 |
| Ford Ranger 3,2 SuperCab Hi- Rider XLS | 386 900 |

| | PRICE (F |
|--|----------|
| Toyota Hilux 3,0D-4D Xtra cab Raider Dakar | 393 100 |
| Nissan Navara 2,5dCi KingCab 4x4 XE | 396 500 |
| Isuzu KB 300D-Teq 4x4 LX | 396 900 |
| Isuzu KB 300D-Teq Extended Cab LX auto | 399 100 |
| Mazda BT-50 3,2 FreeStyle Cab 4x4 SLE | 401 900 |
| Volkswagen Amarok 2,0TDI Trendline 4Motion | 402 900 |
| Toyota Hilux 3,0D-4D 4x4 Raider Legend 45 | 409 200 |
| Ford Ranger 3,2 4x4 XLS | 412 900 |
| Toyota Hilux 3,0D-4D 4x4 Raider Dakar | 419 600 |
| Volkswagen Amarok 2,0BiTDI Trendline 4Motion | 430 100 |
| Ford Ranger 3,2 SuperCab 4x4 XLS | 435 900 |
| Toyota Hilux 3,0D-4D Xtra cab 4x4 Raider Legend 45 | 439 000 |
| Isuzu KB 300D-Teq Extended Cab 4x4 LX | 442 500 |
| Ford Ranger 3,2 SuperCab 4x4 XLS auto | 449 900 |
| Toyota Hilux 3,0D-4D Xtra cab 4x4 Raider Dakar | 451 400 |
| Toyota Land Cruiser 79 4,0 V6 | 466 500 |
| Land Rover Defender 110 TD pick-up E | 485 600 |
| Nissan Patrol 3,0DTi pick-up | 496 300 |
| Toyota Land Cruiser 79 4,2D | 496 300 |
| Land Rover Defender 110 TD high- capacity pick-up E | 501 200 |
| Toyota Land Cruiser 79 4,5D-4D LX V8 | 567 800 |

* Vehicles listed as POA have not been included in this listing. Please refer to relevant section in CAR Guide.







HO H

4/1390 P-ST 136/6200

90/5000

4/1197

4/1390

4/1390 P-T 90/5000

4/1390 P-T 90/5000 250/2000

160/1500

200/1500

200/1500

200/1500

7/F

6/F

7/F A M 90 203 64

6/F

7 437

5 4 2 4

5 792

6 150

6 201

359 000

260 500

278 500

296 000

298 500

RACELOGIC Data collected using Racelogic VBOX. See CARmag.co.za

A1 3-door 1,4T S-line

A1 Sportback 1,2T S

A1 Sportback 1,4T S

A1 Sportback 1.4T S auto

A1 Snorthack 1 4T SF

0.100 km.h

6,1

6.5

S

S

S

S S 126

S S 122

S 126

7,08 227 7,1 6

11,9

9,0 203 6,5

90

203

S

139

118

Jan 13

Feb 13

Jul 13

Dec 13

Jun 12

Oct 13

Apr 10

181

179 178 184

Mar 11



A5 Cabriolet 3,0T quattro

S5 Sportback quattro

S5 Coupé quattro S5 Cabriolet quattro

RS5 Coupé quattro RS5 Cabriolet quattro



V6/2967 V6/2995 V6/2995

V6/2995 V6/2995

V8/4163 V8/4163

1 029 500 1 110 000

21 142 22 787

180/4000

200/4800 245/5500

400/2150 440/2900

440/2900 440/2900

430/4000 430/4000



| N6/S6 | | | | | | | - 4 | | | | | | | _ | | | | | | 1.7 | - | |
|--|--|--|---|---|--|---|--|--|--|--|--|---|--|--|--|---|--|---|---|---|--|--|
| | | | | dan • Seats: | | | | | | | | | | | | | | | | | | star |
| ood: Quality car. Beautiful finishes | s. Good engines. Bad: Lacks charisma still. Our choice | | | | | | | | | | | | | | | | | | | | | |
| | A6 2,0T SE | | 11 975 | | | 132/4000 | - | 320/1500 | V/F | Α | -,- | | 7,7 | 6 | S | S | S | S | S | | 149 | - |
| | A6 2,0TDI SE | 601 000 | | 4/1968 | | 130/4200 | - | 380/1750 | V/F | _A_ | | 228 | 6,0 | 6 | S | S | S | S | S | S | 132 | - C |
| | A63,0TDI SE A63,0TDI quattro | 654 000 811 000 | | V6/2967 V6/2967 | | 150/3750 180/4000 | | 400/1250 500/1400 | V/F 7/4 | A | 6,74 | 240 | 7,2 | 6 | S | S | S | S | S | S | 137 158 | Sep |
| | A6 3,0T quattro | 823 000 | | | | 220/5250 | 100 | 440/2900 | 7/4 | A | 5,5 | 250 | 9,8 | 6 | S | S | S | S | S | S | 190 | Api |
| | S6 quattro | 1 006 500 | | | | 309/5500 | 156 | | 7/4 | A | | 250 | | 6 | S | S | S | S | S | S | 225 | |
| 7/S7/RS7 Sportback | | | | • Seats: 4 • | | | | | | 52/1 03 | | | | nce P | lan: 5 | year | /100 0 | 00 km | ı • Eu | roNC | AP cras | h: n/ |
| ood: Flamboyant looks, luxury | and space. Bad: Pricey. Not much else. Our choic | e: 3,0 TDI. R e | eplacemer | nt due : Facelit | ft on th | e way. Also | look a | t: BMW 5 S | eries GT, | Merce | des-B | enz CL | S, Pors | che Pa | aname | era | | | | | | |
| | A7 Sportback 3,0TDI SE | 783 000 | 16 103 | V6/2967 | D-T | 150/3250 | - | 400/1250 | V/F | Α | 7,4 | 235 | 6,4 | 6 | S | S | S | S | S | S | 139 | |
| | A7 Sportback 3,0TDI quattro | 885 000 | 18 188 | V6/2967 | | 180/4000 | 99 | 500/1400 | 7/4 | Α | 6,85 | | 7,2 | 8 | S | S | S | S | S | S | 158 | May |
| 120 - 0 | A7 Sportback 3,0T quattro | 897 500 | | V6/2995 | P-S | 228/5500 | - | 440/2900 | 7/4 | _A_ | | 250 | 9,8 | 8 | S | S | S | S | S | S | 190 | - |
| | A7 Sportback 3,0TDI BiT quattro S7 Sportback quattro | 972 000 1 108 500 | 19 966 22 756 | V6/2967 V8/3993 | | 230/3900 309/5500 | - 1EA | 650/1450 550/1400 | 8/4 7/4 | A | 5,3 4,4 | 250 250 | 7,6 11,52 | 8 | S | S | S | S | S | S | 166 225 | Oct |
| | RS7 Sportback quattro | 1 564 500 | | | | 412/5700 | | | | Α | | 250 | | 8 | S | S | S | S | S | S | 223 | 001 |
| | nor operation addition | 1 00 1 000 | 02.070 | | | • Seats: 4/ | | | | | 0.00 | | | nce P | lan: 5 | year | /1000 | 00 km | ı • Eu | roNC | | h: n/ |
| od: Impeccable build quality. | Bad: Not that spacious. Our choice: 3,0 TDI. Repla | cement due | : Facelifte | d. A lso look a | at: BM\ | W 7 Series, | Merce | des-Benz S | -Class, Ja | guar X | J, Por | sche P | aname | ra, Lex | kus LS | | | | | | | |
| | A83,0TDI quattro | 1 182 000 | 24 258 | V6/2967 | D-T | 190/4000 | - | 580/1750 | 8/4 | Α | 5,9 | 250 | 7.1 | 8 | S | S | S | S | S | S | 155 | |
| | A8 L 3,0TD I quattro | 1 349 500 | 27 682 | V6/2967 | | 190/4000 | - | 580/1750 | 8/4 | Α | 6,1 | 250 | 7,2 | 8 | S | S | S | S | S | S | 158 | |
| | A84,2TDI quattro | 1 514 000 | 31 044 | V8/4134 | | 283/3750 | - | 850/2000 | 8/4 | A | 4,7 | | 8,9 | 8 | S | S | S | S | S | S | 194 | |
| | A8 L 4,2TDÍ quattro S8 quattro | 1 684 000 1 544 500 | 34 519 31 667 | V8/4134 V8/3993 | D-T P-T | 283/3750 382/5800 | 127 | 850/2000 650/1700 | 8/4 8/4 | A | 5,33 4,1 | 250 250 | 9,4 11,5 | 8 | S | S | S | 8 | S | S | 197 225 | May |
| | A8 L 6.3 W12 quattro | 2 048 500 | | W12/6299 | | 368/6200 | | 625/4750 | 8/4 | A | | | 13.6 | 8 | S | S | S | S | S | S | 264 | |
| | | | | oor SUV • S | | | tank: 6 | | | 1 024 d | | | | Plan | : 5 yea | ar/10 | 0 000 k | cm • | EuroN | ICAP | | star |
| d: Classy, comfortable inter | or. Composed ride. Bad: Luggage space slightly c | ompromised | . Our choi | ce: 2,0T quatt | ro auto | . Replacen | ent du | e: RS added | . Also loc | k at: Bl | MW X | 1, Mer | cedes- | Benz (| GLA, N | AINI C | ountry | man | | | | |
| | Q3 2,0TDI SE | 432 500 | | 4/1968 | | 103/4200 | - | 320/1750 | 6/F | M | | 202 | 6,2 | 6 | S | S | S | S | S | S | 137 | - |
| _1968E_ | Q3 2,0T quattro | 472 500 | | 4/1984 | | 125/4300 | | 280/1700 | 6/4 | M | 8,2 | | 8,8 | 6 | S | S | S | S | S | S | 174 | |
| | Q3 2,0T quattro auto | 489 500 503 500 | 10 105 10 391 | 4/1984 4/1968 | | 125/4300 130/4200 | 77 | 280/1700 380/1750 | 7/4 7/4 | A | 7,65 | 212 | 8,76 | 6 | S | S | S | S | S | S | 174 156 | July |
| | Q3 2,0TDl quattro Q3 2,0T 155kW quattro | 544 500 | 11 229 | 4/1900 | P-T | 155/5000 | - | 300/1/30 | 7/4 | A | 8,2 6,9 | 230 | 7,1 9,2 | 6 | S | S | S | S | S | S | 179 | |
| | RS Q3 quattro | 752 000 | 15 470 | 5/2480 | P-T | 228/5200 | 133 | 420/1500 | 7/4 | A | 5,68 | 250 | 10,6 | 6 | S | Š | S | Š | Š | Š | 206 | May |
| | | | | SUV • Seats | | | | | | | | | | | | | | | EuroN | CAP | crash: 5 | star |
| d: Classy, comfy interiors. G | reat engines. Stylish. Bad: Prices of some options | that should l | be standar | d. Our choice | e: 2,0 TI | DI. Replace | ment d | ue: Facelift | ed. Also l | ook at: | Lexus | NX, Vo | Ivo XC | 60, BN | | , Infini | iti QX50 | 0 | | | | |
| The same of the sa | Q5 2,0T S quattro | | 11 525 | 4/1984 | | 132/4000 | - | 320/1500 | 6/4 | M | | | 9,0 | 6 | S | S | S | S | S | S | 174 | - |
| A LOCAL PROPERTY AND ADDRESS OF THE PARTY AND | Q5 2,0TDI S quattro | 565 000 | | 4/1968 | | 130/4200 | - | 380/1750 | 6/4 | M | | 204 | 7,1 | 6 | S | S | S | S | S | S | 154 | - |
| | Q5 2,0TDI S quattro auto | 582 000 | | 4/1968 | | 130/4200 | - | 380/1750 | 7/4 | A | | 200 | 7,2 | 6 | S | S | S | S | S | S | 159 | - |
| | Q5 2,0T SE quattro Q5 3,0T SE quattro | 636 000 722 500 | | 4/1984 V6/2995 | P-T P-S | 165/4500 200/4750 | 102 | 350/1500 400/2500 | 8/4 8/4 | A | 7,1 | 222 | 9,5 10,2 | 6 | S | S | S | S | S | S | 184 199 | - |
| | Q53,0TDI SE quattro | 742 000 | | V6/2967 | D-T | 180/4000 | - | 580/1750 | 7/4 | Ā | 6,5 | 225 | 7,7 | 6 | S | S | S | S | S | S | 169 | Ī. |
| | SQ5 TDI quattro | 867 000 | | | | 230/3900 | - | 650/1450 | 8/4 | Â | 5,1 | 250 | 8,2 | 6 | Š | Š | Š | Š | S | S | 179 | |
| | | 5-do | or SUV • | Seats: 4/5 (7 | opt.) | Fuel tank | : 90 liti | res • Boot | 120/312/ | 1 192 d | m³ ∙ | Mainte | enance | Plan | : 5 yea | ar/10 | 0 000 k | (m • | EuroN | ICAP | crash: 4 | star |
| od: Huge interior. Status. Perf | ormance. Bad: A bit of a lumbering giant. Ageing. 0 | ur choice: 3, | TDI. Repl | acement due | : 2015. / | Also look at | : Land I | Rover Disco | very, Ran | ge Rove | er/Sp | ort, BM | W X5, I | Merce | des-B | enz M | IL, Pors | sche (| Cayenn | ie, Infii | niti QX70 |) |
| 7 | Q7 3,0TDI quattro | | 17 585 | V6/2967 | | 180/3800 | 68 | 550/1750 | 8/4 | Α | | | 11,8 | 8 | S | S | S | S | S | S | 195 | Dec |
| 0 | Q7 3,0T quattro | 900 000 | | | | 245/5500 | | 440/2900 | 8/4 | A | | 245 | 12,8 | 8 | S | S | S | S | S | S | 249 | - |
| | Q7 4,2TDI quattro | 1 055 000 | | V8/4134 upé 2-door C | | 250/4000 tible • Seat | s:2 o | 760/1750 Fuel tank: 7 | 6/4 | A Root: 8 | | | | - | U | · Fives | ar / 100 | OOD k | m o F | uroNC | 272 | sh· n/ |
| d: Cracking supercar. Supe | b design, inside and out. Comfortable, too. Bad: P | | | | | | | | | | | | | | | | | | | anon to | 7-11 O.C. | ,,,,, |
| | R8 4,2 quattro | 1 655 000 | | V8/4163 | Р | 316/7900 | - | 430/4500 | 7/4 | | | _ | | _ | | | | 3 | | 0 | 289 | |
| | | | 37 390 | V8/4163 | P | 316/7900 | - | | | | | | | | S | S | S | S | S | | | |
| ALC: NO. | RX 4 2 Snyder dijaπro | | | | | | | 430/4500 | 7/4 | Α | 4,3 4.5 | 300 | 14,9 15.1 | 4 | S | S | S | S | S | S | | |
| The same of the sa | R8 4,2 Spyder quattro R8 5,2 V10 quattro | 2 206 000 | 45 188 | V10/5204 | P | 386/8000 | - | 430/4500 530/6500 | 7/4 7/4 | A A A | | | 14,9 15,1 15,7 | 4 4 | S | S S | S | S S | S | \$ \$ \$ | 294 305 | |
| | R8 5,2 V10 quattro R8 5,2 V10 Spyder quattro | 2 206 000 | 45 188 48 642 | V10/5204 V10/5204 | Р | 386/8000 386/8000 | - | 530/6500 530/6500 | | Α | 4,5 | 300 314 | 15,1 | _ | S S S | | S S S | | | S | 294 | - |
| | R8 5,2 V10 quattro | 2 206 000 | 48 642 | V10/5204 V10/5204 | P P | 386/8000 386/8000 404/8000 | - - 243 | 530/6500 530/6500 540/6500 | 7/4 7/4 7/4 | A A A | 4,5 3,6 3,8 3,61 | 300 314 311 314 | 15,1 15,7 16,0 15,48 | 4 4 4 4 | S S S | S S S | \$ \$ \$ \$ | S S S | S S S | \$ \$ \$ \$ | 294 305 310 299 | - Oct |
| | R8 5,2 V10 quattro R8 5,2 V10 Spyder quattro R8 5,2 V10 plus quattro | 2 206 000 2 375 000 2 510 500 | 48 642 51 411 | V10/5204 V10/5204 2-door Co | P P Dupé • | 386/8000 386/8000 404/8000 Seats: 2+2 | 243 • Fuel | 530/6500 530/6500 540/6500 tank: 55 lit | 7/4 7/4 7/4 res • Boo | A A A A t: 192/4 | 4,5 3,6 3,8 3,61 72 dm | 300 314 311 314 3 • Ma | 15,1 15,7 16,0 15,48 intena | 4 4 4 4 nce P | \$ \$ \$ \$ an:5 | S S S /ear/ | S S S S | S S S | S S S S | S S S NCAP | 294 305 310 299 crash: 4 | - Oct |
| od: Much improved driving d | R8 5,2 V10 quattro R8 5,2 V10 Spyder quattro R8 5,2 V10 plus quattro ynamics, torquey engine. Bad : Relatively unchan | 2 206 000 2 375 000 2 510 500 ged appeara | 48 642 51 411 nce, no m | V10/5204 V10/5204 2-door Co anual option. | P P Dupé • Our ch | 386/8000 386/8000 404/8000 Seats: 2+2 noice: Stand | 243 • Fuel dard 2,0 | 530/6500 530/6500 540/6500 tank: 55 lite T. Replace | 7/4 7/4 7/4 es • Boo ment due | A A A A: 192/4 : New. | 4,5 3,6 3,8 3,61 72 dhi Also I | 300 314 311 314 3 • Ma ook at: | 15,1 15,7 16,0 15,48 intena Jagua | 4 4 4 nce P | S S S an: 5 y | S S /ear/ | \$ \$ \$ \$ 100 000 | S S S O km (370Z, | S S S S Euro Porsch | S S S NCAP ne Cay | 294 305 310 299 crash: 4 | - Oct star |
| ad: Much improved driving d | R8 5,2 VÎ Û quattro R8 5,2 V10 Spyder quattro R8 5,2 V10 plus quattro ynamics, torquey engine. Bad : Relatively unchan TT Coupé 2,0T | 2 206 000 2 375 000 2 510 500 ged appeara 558 000 | 48 642 51 411 nce, no m 11 505 | V10/5204 V10/5204 2-door Co anual option. 4/1984 | P P Dupé • Our ch P-T | 386/8000 386/8000 404/8000 Seats: 2+2 10ice: Stand 169/4500 | 243 • Fuel dard 2,0 | 530/6500 530/6500 540/6500 tank: 55 litt OT. Replace 370/1600 | 7/4 7/4 7/4 res • Boo ment due 6/F | A A A A: 192/4 : New. | 4,5 3,6 3,8 3,61 72 dm Also I 6,36 | 300 314 311 314 3 • Ma ook at: 250 | 15,1 15,7 16,0 15,48 intena Jagua 7,6 | 4 4 4 4 nce P ir F-Ty 6 | S S S Am: 5 y pe Cou | S S S /ear/ upé, N S | S S S 100 000 lissan 3 | S S S O km (370Z, | S S S S Ettiro Porsch | S S S NCAP ne Cay | 294 305 310 299 crash: 4 man 148 | - Oct star |
| ad: Much improved driving d | R8 5,2 V10 quattro R8 5,2 V10 Spyder quattro R8 5,2 V10 plus quattro ynamics, torquey engine. Bad : Relatively unchan | 2 206 000 2 375 000 2 510 500 ged appeara 558 000 | 48 642 51 411 nce, no m | V10/5204 V10/5204 2-door Co anual option. 4/1984 | P P Dupé • Our ch P-T | 386/8000 386/8000 404/8000 Seats: 2+2 noice: Stand | 243 • Fuel dard 2,0 | 530/6500 530/6500 540/6500 tank: 55 lite T. Replace | 7/4 7/4 7/4 es • Boo ment due | A A A A: 192/4 : New. | 4,5 3,6 3,8 3,61 72 dhi Also I | 300 314 311 314 3 • Ma ook at: 250 | 15,1 15,7 16,0 15,48 intena Jagua | 4 4 4 4 nce P ir F-Ty 6 | S S S Am: 5 y pe Cou | S S S /ear/ upé, N S | \$ \$ \$ \$ 100 000 | S S S O km (370Z, | S S S S Euro Porsch | S S S NCAP ne Cay | 294 305 310 299 crash: 4 | - Oct star |
| d: Much improved driving d | R8 5,2 VÎ Û quattro R8 5,2 V10 Spyder quattro R8 5,2 V10 plus quattro ynamics, torquey engine. Bad : Relatively unchan TT Coupé 2,0T | 2 206 000 2 375 000 2 510 500 ged appeara 558 000 | 48 642 51 411 nce, no m 11 505 | V10/5204 V10/5204 2-door Co anual option. 4/1984 | P P Dupé • Our ch P-T | 386/8000 386/8000 404/8000 Seats: 2+2 10ice: Stand 169/4500 | 243 • Fuel dard 2,0 | 530/6500 530/6500 540/6500 tank: 55 litt OT. Replace 370/1600 | 7/4 7/4 7/4 res • Boo ment due 6/F | A A A A: 192/4 : New. | 4,5 3,6 3,8 3,61 72 dm Also I 6,36 | 300 314 311 314 3 • Ma ook at: 250 | 15,1 15,7 16,0 15,48 intena Jagua 7,6 | 4 4 4 4 nce P ir F-Ty 6 | S S S Am: 5 y pe Cou | S S S /ear/ upé, N S | S S S 100 000 lissan 3 | S S S O km (370Z, | S S S S Ettiro Porsch | S S S NCAP ne Cay | 294 305 310 299 crash: 4 man 148 | - Oct star |
| | R8 5,2 VÎ Û quattro R8 5,2 V10 Spyder quattro R8 5,2 V10 plus quattro ynamics, torquey engine. Bad : Relatively unchan TT Coupé 2,0T | 2 206 000 2 375 000 2 510 500 ged appeara 558 000 | 48 642 51 411 nce, no m 11 505 | V10/5204 V10/5204 2-door Co anual option. 4/1984 | P P Dupé • Our ch P-T | 386/8000 386/8000 404/8000 Seats: 2+2 10ice: Stand 169/4500 | 243 • Fuel dard 2,0 | 530/6500 530/6500 540/6500 tank: 55 litt OT. Replace 370/1600 | 7/4 7/4 7/4 res • Boo ment due 6/F | A A A A: 192/4 : New. | 4,5 3,6 3,8 3,61 72 dm Also I 6,36 | 300 314 311 314 3 • Ma ook at: 250 | 15,1 15,7 16,0 15,48 intena Jagua 7,6 | 4 4 4 4 nce P ir F-Ty 6 | S S S Am: 5 y pe Cou | S S S /ear/ upé, N S | S S S 100 000 lissan 3 | S S S O km (370Z, | S S S S Ettiro Porsch | S S S NCAP ne Cay | 294 305 310 299 crash: 4 man 148 | - Oct star |
| | R8 5,2 VÎ Û quattro R8 5,2 V10 Spyder quattro R8 5,2 V10 plus quattro ynamics, torquey engine. Bad : Relatively unchan TT Coupé 2,0T | 2 206 000 2 375 000 2 510 500 ged appeara 558 000 | 48 642 51 411 nce, no m 11 505 | V10/5204 V10/5204 2-door Co anual option. 4/1984 | P P Dupé • Our ch P-T | 386/8000 386/8000 404/8000 Seats: 2+2 noice: Stand 169/4500 169/4500 | 243 • Fuel dard 2,0 | 530/6500 530/6500 540/6500 tank: 55 litt OT. Replace 370/1600 | 7/4 7/4 7/4 res ● Boo ment due 6/F 6/4 | A A A A: 192/4: New. | 4,5 3,6 3,8 3,61 72 dn Also I 6,36 5,3 | 300 314 311 314 3 • Ma ook at: 250 250 | 15,1 15,7 16,0 15,48 intena Jagua 7,6 7,7 | 4 4 4 4 nce P or F-Tyl 6 6 | S S S S Jan: 5 y pe Cou S S | S S S year/' upé, N S S | S S S S 100 000 lissan 3 S S | S S S S O km < 370Z, S S | S S S S S Eurol Porsch S S | S S S NCAP ne Cay S S | 294 305 310 299 crash: 4 man 148 151 | Oct |
| | R8 5,2 VÎ Û quattro R8 5,2 V10 Spyder quattro R8 5,2 V10 plus quattro ynamics, torquey engine. Bad : Relatively unchan TT Coupé 2,0T | 2 206 000 2 375 000 2 510 500 ged appeara 558 000 | 48 642 51 411 nce, no m 11 505 | V10/5204 V10/5204 2-door Cc anual option. 4/1984 4/1984 | P P Dupé • Our ch P-T P-T | 386/8000 386/8000 404/8000 Seats: 2+2 noice: Stand 169/4500 169/4500 | 243 • Fuel dard 2,0 126 | 530/6500 530/6500 540/6500 tank: 55 lift OT. Replace 370/1600 370/1600 | 7/4 7/4 7/4 es • Boo ment due 6/F 6/4 | A A A A: 192/4 :: New. A A A | 4,5 3,6 3,8 3,61 72 dm Also I 6,36 5,3 | 300 314 311 314 3 • Ma ook at: 250 250 | 15,1 15,7 16,0 15,48 intena Jagua 7,6 7,7 | 4 4 4 nrce Pl nr F-Typ 6 6 | S S S S Jan: 5 y pe Cou S S | S S S Vear / Upé, N S S | S S S 100 000 lissan 3 S S | S S S S 370Z, S S | S S S S S Porsch S S | S S S NCAP ne Cay S S | 294 305 310 299 crash: 4 man 148 151 | Oct |
| ENTLEY | R8 5,2 VÎ û quattro R8 5,2 VÎ û Spyder quattro R8 5,2 VÎ û Spyder quattro ynamics, torquey engine. Bad : Relatively unchan TT Coupé 2,0T TT Coupé 2,0T quattro | 2 206 000 2 375 000 2 510 500 ged appeara 558 000 642 000 | 48 642 51 411 nce, no m 11 505 13 222 | V10/5204 V10/5204 2-door Go anual option. 4/1984 4/1984 | P P Dupé • Our ch P-T P-T | 386/8000 386/8000 404/8000 Seats: 2+2 noice: Stand 169/4500 | 243 • Fuel dard 2,0 126 - | 530/6500 530/6500 540/6500 tank: 55 litt DT. Replace 370/1600 370/1600 4 • Fuel ta | 7/4 7/4 7/4 es • Booment due 6/F 6/4 Dentleyn nk: 90 litro | A A A A A It 192/4 E: New. A A A B B B B B B B B B B B B B B B B B | 4,5 3,6 3,8 3,61 72 dm Also I 6,36 5,3 | 300 314 311 314 3 • Ma ook at: 250 250 | 15,1 15,7 16,0 15,48 intena Jagua 7,6 7,7 | 4 4 4 nce Pl r F-Tyl 6 6 | S S S S Ian: 5 y pe Cou S S Ce Pla | S S S year/ upé, N S S | S S S 100 000 lissan 3 S S | S S S S S S S S S S S S S S S S S S S | S S S S Euro Porsch S S | S S S NCAP ne Cay S S | 294 305 310 299 crash: 4 man 148 151 | Oct 4 starr May |
| ENTLEY | R8 5,2 VÎ Û quattro R8 5,2 V10 Spyder quattro R8 5,2 V10 plus quattro ynamics, torquey engine. Bad : Relatively unchan TT Coupé 2,0T | 2 206 000 2 375 000 2 510 500 ged appeara 558 000 642 000 | 48 642 51 411 nce, no m 11 505 13 222 | V10/5204 V10/5204 2-door Go anual option. 4/1984 4/1984 | P P Dupé • Our ch P-T P-T | 386/8000 386/8000 404/8000 Seats: 2+2 noice: Stand 169/4500 | 243 • Fuel dard 2,0 126 - | 530/6500 530/6500 540/6500 tank: 55 litt DT. Replace 370/1600 370/1600 4 • Fuel ta | 7/4 7/4 7/4 es • Booment due 6/F 6/4 Dentleyn nk: 90 litro | A A A A A It 192/4 E: New. A A A B B B B B B B B B B B B B B B B B | 4,5 3,6 3,8 3,61 72 dm Also I 6,36 5,3 | 300 314 311 314 3 • Ma ook at: 250 250 | 15,1 15,7 16,0 15,48 intena Jagua 7,6 7,7 | 4 4 4 nce Pl r F-Tyl 6 6 | S S S S Ian: 5 y pe Cou S S Ce Pla | S S S year/ upé, N S S | S S S 100 000 lissan 3 S S | S S S S S S S S S S S S S S S S S S S | S S S S Euro Porsch S S | S S S NCAP ne Cay S S | 294 305 310 299 crash: 4 man 148 151 | Oct 4 starr May |
| ENTLEY | R8 5.2 VIÓ quattro R8 5.2 VIÓ Spyder quattro R8 5.2 VIO Slys quattro ynamics, torquey engine. Bad: Relatively unchant TT Coupé 2.0T TT Coupé 2.0T quattro ement. Quality. Bad: Not spacious enough for large Grand Continental GT V8 | 2 206 000 2 375 000 2 510 500 ged appeara 558 000 642 000 | 48 642 51 411 nce, no m 11 505 13 222 oice: V8. Re 71 533 | V10/5204 V10/5204 2-door Co anual option. 4/1984 4/1984 2-door Cou placement due V8/3993 | P P Dupé • Our ch P-T P-T | 386/8000 386/8000 404/8000 Seats: 2+2 noice: Stanu 169/4500 www. nvertible • dded. Also lo 373/6000 | 243 • Fueldard 2,(126 www.sou | 530/6500 530/6500 540/6500 tank: 55 lit 07. Replace 370/1600 370/1600 4 • Fuel ta ston Martin D 660/1700 | 7/4 7/4 7/4 es • Boo ment due 6/F 6/4 Deentleyn nk: 90 litra 89/Vanquis | A A A A A A A A A A A A A A A A A A A | 4,5 3,6 3,8 3,61 72 dnn Also I 6,36 5,3 5.com 4,67 | 300 314 311 314 3 • Ma ook at: 250 250 Tel 6 dm ³ • an Turisn 303 | 15,1 15,7 16,0 15,48 intena Jagua 7,6 7,7 ephor Main no/Grant | 4 4 4 4 4 4 4 7 6 6 6 6 | S S S S S An: 5 y Ppe Cou S S Cce Pla Merce S | S S S S year / '' Upé, N S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S Porsch S S S Marie E Frari FF, R | S S S S NCAP ne Cay S S S | 294 305 310 299 crash: 4 man 148 151 Dealers AP cras | Oct star |
| ENTLEY | R8 5,2 V10 guattro R8 5,2 V10 Spyder quattro R8 5,2 V10 plus quattro ynamics, torquey engine. Bad: Relatively unchang TT Coupé 2,0T TT Coupé 2,0T quattro ement. Quality, Bad: Not spacious enough for large Grand Continental GT V8 Continental GT V8 Continental GT V8 Continental GT V8 Convertible | 2 206 000 2 375 000 2 510 500 ged appeara 558 000 642 000 Tourer. Our ch 3 495 000 3 795 000 | 48 642 51 411 nnce, no m 11 505 13 222 oice: V8. Re 71 533 77 665 | V10/5204 V10/5204 2-door Co anual option. 4/1984 4/1984 2-door Cou placement due V8/3993 V8/3993 | P P P Our ch P-T P-T | 386/8000 386/8000 404/8000 Seats: 2+2 noice: Stand 169/4500 169/4500 www nvertible • dded. Also lo 373/6000 373/6000 | 243 • Fuel dard 2,0 126 - W.sou Seats: ok at: As 160 | 530/6500 530/6500 540/6500 540/6500 tank 455 lift TT. Replace 370/1600 370/1600 4 • Fuel ta ton Martin D 660/1700 660/1700 | 7/4 7/4 7/4 es • Booment due 6/F 6/4 Dentleyn nk: 90 litre 89/Vanquis 8/4 8/4 | A A A A A A A A A A A A A A A A A A A | 4,5 3,6 3,8 3,61 7/2 dm 4,87 5,3 | 300 314 311 314 3 • Ma ook at: 250 250 Tel 6 dm ³ • | 15,1 15,7 16,0 15,48 intena Jagua 7,6 7,7 Main no/Grant 12,6 13,1 | 4 4 4 4 4 4 nce PI 6 6 6 | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S Porsch S S 61 650 cm • Etrari FF, R | S S S S NCAP ne Cay S S S | 294 305 310 299 crash: 4 man 148 151 | Oct 4 star May |
| ENTLEY | R8 5,2 V10 guattro R8 5,2 V10 Spyder quattro R8 5,2 V10 spyder quattro R8 5,2 V10 spyder quattro ynamics, torquey engine. Bad: Relatively unchang TT Coupé 2,0T TT Coupé 2,0T quattro ement. Quality. Bad: Not spacious enough for large Grand Continental GT V8 Continental GT V8 Convertible Continental GT V8 C | 2 206 000 2 375 000 2 510 500 ged appeara 558 000 642 000 Tourer. Our ch 3 495 000 3 795 000 3 920 000 | 48 642 51 411 nce, no m 11 505 13 222 oice: V8. Re 71 533 77 665 80 219 | V10/5204 V10/5204 2-door Co anual option. 4/1984 4/1984 2-door Co placement due V8/3993 V8/3993 V8/3993 | P P P Our ch P-T P-T P-T E: V8 S at P-T P-T | 386/8000 386/8000 404/8000 5eats: 242 10ice: Stant 169/4500 169/4500 www. mvertible dded. Also Io 373/6000 373/6000 389/6000 | 243 • Fueldard 2,0 126 | 530/6500 530/6500 540/6500 540/6500 540/6500 370/1600 370/1600 370/1600 4 • Fuel ta 4 • Fuel ta 660/1700 680/1700 | 7/4 7/4 7/4 res • Booment due 6/F 6/4 Deentleyn nk: 90 litr 89/Vanquis 8/4 8/4 8/4 | A A A A A A A A A A A A A A A A A A A | 4,5 3,6 3,8 3,61 7/2 dm 4,67 5,0 4,67 5,0 4,5 | 300 314 311 314 3 • Ma 250 250 250 Tel 6 dm ³ • Tel 303 301 309 | 15,1 15,7 16,0 115,48 intena 7,6 7,7 • Main 10,6 13,1 12,6 | 4 4 4 4 4 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 | S S S S S S S S S S S S S S S S S S S | S S S S year / '' Upé, N S S S | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | 294 305 310 299 crash: 4 man 148 151 Pealers AP crass vyce Wra 246 254 246 | Oct 4 star May |
| ENTLEY | R8 5,2 V10 guattro R8 5,2 V10 Spyder quattro R8 5,2 V10 plus quattro ynamics, torquey engine. Bad: Relatively unchang TT Coupé 2,0T TT Coupé 2,0T quattro ement. Quality, Bad: Not spacious enough for large Grand Continental GT V8 Continental GT V8 Continental GT V8 Continental GT V8 Convertible | 2 206 000 2 375 000 2 510 500 ged appeara 558 000 642 000 Tourer. Our ch 3 495 000 3 795 000 | 48 642 51 411 nce, no m 11 505 13 222 oice: V8. Re 71 533 77 665 80 219 | V10/5204 V10/5204 2-door Co anual option. 4/1984 4/1984 2-door Cou placement due V8/3993 V8/3993 | P P P Our ch P-T P-T P-T E: V8 S at P-T P-T | 386/8000 386/8000 404/8000 5eats: 2+2 10ice: Stant 169/4500 169/4500 www nvertible 4 dded. Also lo 373/6000 373/6000 389/6000 | 243 • Fuel 126 | 530/6500 530/6500 540/6500 540/6500 tank 455 lift TT. Replace 370/1600 370/1600 4 • Fuel ta ton Martin D 660/1700 660/1700 | 7/4 7/4 7/4 es • Booment due 6/F 6/4 Dentleyn nk: 90 litre 89/Vanquis 8/4 8/4 | A A A A A A A A A A A A A A A A A A A | 4,5 3,6 3,8 3,61 7/2 dm 4,87 5,3 | 300 314 311 314 3 • Ma 250 250 250 Tel 6 dm ³ • Tel 303 301 309 | 15,1 15,7 16,0 15,48 intena Jagua 7,6 7,7 Main no/Grant 12,6 13,1 | 4 4 4 4 4 4 nce PI 6 6 6 | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S Porsch S S 61 650 cm • Etrari FF, R | S S S S NCAP ne Cay S S S | 294 305 310 299 crash: 4 man 148 151 | Oct star |
| ENTLEY tinental | R8 5,2 VIÓ quattro R8 5,2 VIÓ Quattro R8 5,2 VIÓ Spyder quattro R8 5,2 VIO Spyder quattro R8 5,2 VIO Spyder quattro Paramics, torquey engine. Bad: Relatively unchant TT Coupé 2,0T TT Coupé 2,0T quattro ement Quality, Bad: Not spacious enough for large Grand Continental GT V8 Continental GT V8 Continental GT V8 S convertible Continental GT V8 Convertible Continental GT V8 S Convertible Continental GT V8 S Convertible | 2 206 000 2 375 000 2 510 500 ged appeara 558 000 642 000 Tourer. Our ch 3 495 000 3 795 000 4 245 000 4 245 000 4 040 000 | 48 642 51 411 Ince, no m 11 505 13 222 oice: V8. Re 71 533 77 665 80 219 86 862 82 672 88 906 | V10/5204 V10/5204 Z-door Cou anual option. 4/1984 4/1984 2-door Cou placement due V8/3993 V8/3993 V8/3993 W12/5998 W12/5998 | P P P P P P P P P P P P P P P P P P P | 386/8000 386/8000 404/8000 Seatsi242 Toice: Stand 169/4500 www.nvertible 4 dded. Also lo 373/6000 389/6000 389/6000 423/6000 423/6000 | 243 • Fuel lard 2,t 126 - - Seats: 160 - - 181 | 530/6500 530/6500 530/6500 tank:55 lit DT. Replace 370/1600 370/1600 4 • Fuel ta ston Martin D 660/1700 680/1700 680/1700 700/1700 700/1700 | 7/4 7/4 7/4 7/4 7/4 7/4 res • Booment due 6/F 6/4 Dentleyn nk: 90 litra 39/Vanquis 8/4 8/4 8/4 8/4 8/4 8/4 8/4 | A A A A A A A A A A A A A A A A A A A | 4,5 3,6 3,8 3,61 72 dni 6,36 5,3 6,36 5,3 6,36 5,3 6,36 5,3 6,36 5,3 6,467 5,0 4,5 4,7 4,5 4,7 | 300 314 311 314 3 • Ma 250 250 250 Tel 6 dm ³ 303 301 309 308 318 314 | 15,1 15,7 16,0 15,48 intena Jagua 7,6 7,7 Main 12,6 13,1 12,6 13,1 12,6 13,1 17,4 17,9 | 4 4 4 4 4 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | 294 305 310 299 crash: 4 man 148 151 AP cras 246 254 246 254 246 254 338 347 | May - Ss: 2 Sh: n/ ith Oct |
| ENTLEY tinental | R8 5,2 VIÓ quattro R8 5,2 VIÓ glus quattro R8 5,2 VIO glus quattro R8 5,2 VIO glus quattro PRES, torquey engine. Bad: Relatively unchang TT Coupé 2,0T TT Coupé 2,0T quattro | 2 206 000 2 375 000 2 510 500 ged appeara 558 000 642 000 3 495 000 3 920 000 4 040 000 4 345 000 4 345 000 | 48 642 51 411 ince, no m 11 505 13 222 oice: V8. Re 71 533 77 665 80 219 86 862 82 672 88 906 96 059 | V10/5204 V10/5204 Z-door Canual option. 4/1984 4/1984 Z-door Cot placement due V8/3993 V8/3993 V8/3993 W12/5998 W12/5998 W12/5998 | P P P P P P P P P P P P P P P P P P P | 386/8000 386/8000 404/8000 Seats 2+2 toice: Stand 169/4500 www. nvertible dded. Also lo 373/6000 373/6000 389/6000 423/6000 423/6000 423/6000 | 243 • Fuel dard 2, (126 | 530/6500 530/6500 530/6500 tank:55 lit T. Replace 370/1600 370/1600 4 • Fuel ta ton Martin D 660/1700 680/1700 680/1700 680/1700 700/1700 700/1700 700/1700 800/2000 | 7/4 7/4 7/4 res • Booment due 6/F 6/4 Dentleyn nk: 90 litrr 339/Vanquis 8/4 8/4 8/4 8/4 8/4 8/4 8/4 8/4 | A A A A A A A A A A A A A A A A A A A | 4,5 3,6 3,8 3,61 72 dm Also I 6,36 5,3 6.00 4,5 4,5 4,7 4,8 4,7 4,8 | 300 314 311 314 3 • Ma 250 250 250 1 Tel 6 dm ³ 303 301 309 308 318 314 331 | 15,1 15,7 16,0 15,48 intena Jagua 7,6 7,7 Main 12,6 13,1 12,6 13,1 17,4 17,9 17,4 | 4 4 4 4 4 4 9 10 F - Tyyl 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | 294 305 310 299 crash: 4 man 148 151 AP cras 246 254 246 254 338 347 338 | Oct 4 star May - Star May - Cut Cut Cut Cut Cut Cut Cut C |
| ENTLEY tinental the Wey GT is a significant improv | R8 5,2 VIÓ quattro R8 5,2 VIÓ Quattro R8 5,2 VIÓ Spyder quattro R8 5,2 VIO Spyder quattro R8 5,2 VIO Spyder quattro Paramics, torquey engine. Bad: Relatively unchant TT Coupé 2,0T TT Coupé 2,0T quattro ement Quality, Bad: Not spacious enough for large Grand Continental GT V8 Continental GT V8 Continental GT V8 S convertible Continental GT V8 Convertible Continental GT V8 S Convertible Continental GT V8 S Convertible | 2 206 000 2 375 000 2 510 500 ged appeara 558 000 642 000 Tourer. Our ch 3 495 000 3 795 000 4 245 000 4 245 000 4 040 000 | 48 642 51 411 ince, no m 11 505 13 222 oice: V8. Re 71 533 77 665 80 219 86 862 82 672 88 906 96 059 | V10/5204 V10/5204 Z-door Cou anual option. 4/1984 4/1984 2-door Cou placement due V8/3993 V8/3993 V8/3993 W12/5998 W12/5998 | P P P P P P P P P P P P P P P P P P P | 386/8000 386/8000 404/8000 Seats: 24:2 10ice: Stand 169/4500 www mvertible • dded. Also lo 373/6000 389/6000 423/6000 423/6000 423/6000 460/6000 | 243 • Fuel dard 2, 126 | 530/6500 530/6500 530/6500 tank:95 lit TT. Replace 370/1600 370/1600 4 • Fuel ta tton Martin D 660/1700 680/1700 680/1700 700/1700 800/2000 | 7/4 7/4 7/4 7/4 res • Booment due 6/F 6/4 Dentleyn nk: 90 litr(89/Vanquis 8/4 8/4 8/4 8/4 8/4 8/4 8/4 8/4 8/4 | A A A A A A A A A A A A A A A A A A A | 4,5 3,6 3,8 3,61 72 dni 6,36 5,3 6,36 5,3 6,36 5,3 6,36 4,67 4,5 4,5 4,5 4,5 4,7 4,83 4,4 | 300 314 311 314 3 • Ma 250 250 1 Tel 6 dm ³ • 303 301 309 308 318 314 331 327 | 15,1 15,7 16,0 15,48 intena 7,6 7,7 Main 12,6 13,1 12,6 13,1 17,4 17,9 17,9 | 4 4 4 4 4 9 10 F-Tyl 6 6 6 6 6 6 6 6 6 6 6 6 | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | 294 305 310 299 crash: 4 man 148 151 4AP cras 246 254 246 254 246 254 338 347 338 347 | Oct 4 star May Strict Oct |
| ENTLEY tinental the Wey GT is a significant improve | R8 5,2 V10 glus tro R8 5,2 V10 Spyder quattro R8 5,2 V10 spyder quattro R8 5,2 V10 spyder quattro PREST, V10 spyder quattro R8 5,2 V10 spyder quattro PREST, V10 spyder quattr | 2 206 000 2 375 000 2 510 500 ged appeara 558 000 642 000 3 495 000 3 920 000 4 245 000 4 945 000 4 995 000 | 48 642 51 411 nce, no m 11 505 13 222 oice: V8. Re 71 533 77 665 80 219 86 802 86 82 672 88 906 96 059 102 191 | V10/5204 V10/5204 Z-door Cot anual option. 4/1984 4/1984 2-door Cot Placement due V8/3993 V8/3993 V8/3993 W12/5998 W12/5998 W12/5998 | P P P P P P P P P P P P P P P P P P P | 386/8000 386/8000 404/8000 Seats: 2+2 10ice: Stand 169/4500 www nvertible dded. Also lo 373/6000 389/6000 423/6000 423/6000 423/6000 460/6000 1-door Seda | 243 • Fuel 126 - Seats: 160 - 181 - 176 - 176 - | 530/6500 530/6500 530/6500 540/6500 tank:55 litt T. Replace 370/1600 370/1600 370/1600 44 • Fuel ta tton Martin D 660/1700 680/1700 680/1700 700/1700 300/2000 ato: 4 • Fuel 4 • Fuel 4 • Fuel ta 4 • Fuel ta 560/1700 680/1700 680/1700 700/1700 300/2000 ato: 4 • Fuel 530/6500 | 7/4 7/4 7/4 es • Booment due 6/F 6/4 Deentleyn nk: 90 litre 8/4 8/4 8/4 8/4 8/4 8/4 8/4 8/4 8/4 8/4 | A A A A A A A A A A A A A A A A A A A | 4,5 3,6 3,8 3,61 72 dm Also I 6,36 5,3 5.com 4,67 5,0 4,5 4,7 4,5 4,7 4,83 4,4 | 300 314 311 3 • Ma 3 • Ma 250 250 1 Tel 6 dm ³ 303 309 308 318 314 327 4: n/a • 4: | 15,1 15,7 16,0 15,48 intena 7,6 7,7 ephor P Main 12,6 13,1 12,6 13,1 17,4 17,9 Main 17,9 | 4 4 4 4 4 9 10 F-Tyl 6 6 6 6 6 6 6 6 6 6 6 6 | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | 294 305 310 299 crash: 4 man 148 151 246 254 246 254 238 347 347 347 447 447 448 449 449 449 449 449 449 449 449 449 | Oct 4 star May Strict Oct |
| ENTLEY tinental t: New GT is a significant improv | R8 5,2 VIÓ quattro R8 5,2 VIÓ Quattro R8 5,2 VIÓ Spyder quattro R8 5,2 VIO Spyder quattro R8 5,2 VIO Spyder quattro R8 5,2 VIO Spyder quattro TT Coupé 2,0T TT Coupé 2,0T quattro ement Quality, Bad: Not spacious enough for large Grand Continental GT V8 Continental GT V8 Convertible Continental GT V8 S convertible Continental GT V8 Continental GT Speed W12 Continental GT Speed W12 Continental GT Speed W12 Continental GT Speed W12 Convertible interior: Stupendous performance. Bad: Untested | 2 206 000 2 375 000 2 510 500 ged appeara 558 000 642 000 Tourer. Our ch 3 495 000 3 795 000 4 245 000 4 245 000 4 695 000 4 995 000 at this stage | 48 642 51 411 nnce, no m 11 505 13 222 0ice: V8. Re 71 533 77 665 80 219 86 862 82 672 88 906 96 059 102 191 | V10/5204 V10/5204 Z-door Con anual option. 4/1984 4/1984 2-door Con placement due V8/3993 V8/3993 V8/3993 W12/5998 W12/5998 W12/5998 W12/5998 | P P P P P P P P P P P P P P P P P P P | 386/8000 386/8000 386/8000 404/8000 Seats: 2+2 noice: Stanu 169/4500 www nvertible dded. Also lod 373/6000 373/6000 389/6000 423/6000 423/6000 460/6000 460/6000 460/6000 460/6000 | 243 • Fuel dard 2,0 126 - 126 - 160 - 181 - 176 - 176 | 530/6500 530/6500 530/6500 530/6500 tank: 55 lift 77. Replace 370/1600 370/1600 370/1600 44 • Fuel ta ton Martin D 660/1700 680/1700 680/1700 680/1700 800/2000 800/2000 800/2000 810/800/800/800/800/800/800/800/800/800 | 7/4 7/4 7/4 es • Booment due 6/F 6/4 Deentleyn nk: 90 litro 8/4 8/4 8/4 8/4 8/4 8/4 8/4 8/4 8/4 8/4 | A A A A A A A A A A A A A A A A A A A | 4,5 3,6 3,8 3,61 72 dm Also I 6,36 5,3 5,3 6,36 5,3 4,67 4,67 4,5 4,7 4,83 4,4 4,83 4,4 4,83 4,4 4,83 4,4 4,83 4,4 | 300 314 311 3 • Ma 250 250 1 Tel 6 dm ³ 303 309 308 318 319 327 t: n/a • | 15,1 15,7 16,0 15,48 15,48 15,48 15,48 15,7 15,0 15,1 12,6 13,1 17,4 17,9 17,9 Maint Raartin Ra | 4 4 4 4 4 4 9 10 F-Tyl 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | 294 305 310 299 crash: 4 man 148 151 240 254 254 338 347 AP Cras 338 347 AP Cras Ghost | Oct 4 stan May May Stan May Oct Oct Oct |
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| 183 - down and 3033 | | Class | Mercedes-Benz A-Cl | | Golf, Le | 3, VW (| i A3 / S3, | at: Audi | lso look a | e: Facelifted. Al: | acement | 18i. Re p | ur choice: 11 | is stage. (| | | |
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| ## 1725-doors 428-88 30.02 44965 P. 1802000 19102300 58.9 M. 64 36 73 8.5 | S 136 - | S S | S S S S | 6 | 7,0 | 225 | 7,2 | M | 6/R | - 250/1500 | 130/4800 | P-T | 4/1598 | 7 553 | 364 642 | 120i 3-door | SOR |
| 1753-bord nath | | | | | | | | | | | | | | | | | |
| 188-Sent rath 189-Sent rat | | | | | | | | | | | | | | | | | |
| 1205-60 of 214-142, 7747, 41958, PT, 1304-800, 2205-200, RR, M, 72, 725, 70, 5, 5, 8, 8, 8, 8, 1205, 1205-60 or 1404-1406, 1405-1406 | | | | | | | | | | | | | | | | | |
| 1505-Soor anth 1505-S | | | | | | | | | | | | | | | | | |
| 1205 debor and | S 133 - | S S | S S S S | 3 6 | 6,8 | 222 | 7,4 | Α | 8/R | - 250/1500 | 130/4800 | P-T | 4/1598 | 8 109 | 391 834 | 120i 5-door auto | |
| 1251-6-door and | | | | | | | | | | | | | | | | | |
| Mid 53-chour arish | | | | | | | | | | , | -, | | | | | | |
| MISSS-dore and 95926 1150 26278 PT 246980 407130 8R A 5 20 9.0 6 8 8 8 8 8 8 8 8 8 | | | | | | | | | | | | | | | | | |
| Milition of the control of the contr | | | | | | | | _ | | | | | | | | | |
| And Agacious MWW whosh being an SUV. Bail: his front-wheel driven., does it matter? Our chicker. 2014 A Replacement with Earn driven. Mark obs. at Control Proceedes Serie P. State, 9 (Miles) Agacious MWW whosh being an SUV. Bail: his front-wheel driven., does it matter? Our chicker. 2014 A Replacement with Earn driven. Mark obs. at Control Proceedes Serie P. State, 9 (Miles) Agacious MWW whosh being an SUV. Bail: his front-wheel driven. does it matter? Our chicker. 2014 A Replacement with the Survey of the Survey o | S 188 - | S S | S S S S | 6 | 9,6 | 250 | 5,1 | | 6/R | - 450/1300 | 240/5800 | P-T | 4/2979 | 11 341 | 549 977 | M135i 5-door | |
| and As passage SMV Whote a being as SUV. Beach its forter wheel driven, does in trainer. Our chinese: 2014. Replacement due. Brand now. Also bed at Dione I. P. Frasso. Mercedes- Enter 5-Usas. Day Merce Pulguer SUV. See 1218. Achieve Tours at all 2015. See 25. S. | S 175 - | | | | | | | | | | | | | 11 724 | 568 743 | | Corios Astivo Touror |
| 218 Active Fourer and 2882 DB 188 21498 PT 1004400 - 201220 6F M 22 205 6.8 6 S S S S S S S S S S 220 Active Fourer 400502 8388 41988 PT 1414700 - 2001220 6F M 7.5 20 72 6 S S S S S S S S S S S S S S S S S S | | | | | | | _ | | | | | | | Our choice | t matter? 0 | | |
| 218 Active Fourer and 400002 338 4198 PT 1004400 - 2201/250 6 F M 7.5 2.0 7.6 6 S S S S S S S S S S S S S S S S S | | _ | | | _ | | | _ | _ | | | | | | | The state of the s | ALC: N |
| 220 Active Tourer auto | S 122 - | S S | S S S | 2 6 | 6,2 | 205 | 9,2 | | 6/F | - 220/1250 | 100/4400 | P-T | 3/1499 | 8 198 | 396 205 | 218i Active Tourer auto | |
| 2204 Active Tourrer and | | | | | | | | | | | | | | | | | |
| 2284 Active Tourre auto | | | | | | | | _ | | | | | | | | | |
| Series Comps 200 Coupé 413277 8 9 64 41987 P.1 1355500 - 201229 6 RR M. 270 25 7.3 6 S. S. S. S. S. S. S. S. S. C. Coupé 413277 8 9 64 41987 P.1 1355500 - 201229 6 RR M. 270 25 7.3 6 S. | | S S | | | 5,2 | 225 | 7,5 | _ | | | | | | | | | |
| and Sporty nature of the MZSS. Back Not as involving as IM Coupé. Our choice. MZSS Coupé manual. Replacement due. Convertible added. Also look at the receise C-Diss Scoupé. MIM Coupé Convertible, WX Scincocci 60f Cala Coupé autor. 220 Coupé autor. 430 de 8 888 41987. P. 71 355000. 2011250 878. A. 7.7. 220 6. S. S. S. S. S. S. S. S. 200 Coupé autor. 430 de 8 888 41987. P. 71 355000. 2011250 878. A. 7.7. 220 5. S. S. S. S. S. S. 200 Coupé autor. 443 000. 9152 41989. P. 71 355000. 2011250 878. A. 7.7. 220 5. S. S. S. S. S. S. S. 200 Coupé autor. 491 300. 9532. 41989. P. 71 385000. 2011250 878. A. 7.7. 220 5. S. | O IOU ADI I | S S | 0 0 | | | | | _ | | | | | | | | | Carias Couná |
| 220 Coupé auto | | | | | | | | | | | | | | | | | |
| ZADI Coupé auto | S 142 - | S S | SSSS | | | _ | | _ | | | | | | 8 546 | | | - |
| 2200 Coupé auto | | | | | | | | | | | | | | | | | 200 |
| 228 Coupé auto 470373 9.714 4.1959 P.T. 180,5000 - 390,7250 6.8 M. 5,8 250 7,9 6 S.S. S.S. S.S. S.S. S.S. S.S. S.S. S | | | | | | | | | | | | | | | | | |
| 220 Convertible 498 783 0.110 | | | | | | | | _ | | | | | | | | | |
| 228 Convertible auto 56.6 8g. 1 4 4987 P.T 185,5000 - 2701250 8g. M. A. 7,6 226 7,4 6 S. | | | | | | | | | | | | | | | | | |
| 228 Convertible \$28 0 1 1912 | | | | | | | | | | | | | | | | | |
| MZ55i Coupé atto | | | | | | | | | | | | | | | | | |
| MZSic Convertible | | | | | | | | | | | | | | | | | |
| M25i Convertible auto | | | | | | | | | | | | | | | | | |
| Series / M3 | | | | | | | | | | | | | | | | | |
| 316 316 316 316 316 316 316 316 316 316 | 0 101 | 0 | | | | | | | | | | | | | | | Series (M2 |
| 316i auto 414 436 8 871 41588 P-T 1004350 - 2201350 6/R M 8.9 210 7,0 6 S S S S S S S S S 316i auto 414 436 8 871 41588 P-T 1004350 - 2201350 8/R A 9.2 210 7,0 6 S S S S S S S S S S 320i 4154 414 436 8 871 41588 P-T 1004350 - 2201350 8/R A 9.2 210 7,0 6 S S S S S S S S S S S S S S S S S S | | | | | | | | | | | | | | | | | |
| 316i auto | | | | | _ | 210 | 8,9 | _ | | - 220/1350 | | | _ | | | | |
| 320i auto | | | | 0 6 | 7,0 | 210 | 9,2 | | 8/R | | | | 4/1598 | 8 571 | 414 436 | 316i auto | |
| 320d 465 500 9614 491995 D-T 135/4000 - 380/1750 8/R M 7.5 235 5.4 6 S S S S S S S S 320d auto 483 500 982 4/1995 D-T 135/4000 - 380/1750 8/R M 7.5 235 5.4 6 S S S S S S S S S S S S S S S S S S | S 144 - S 138 Aug 1 | SS | S S S S | | | | | | | | | | | | | | |
| 328i | S 119 - | S S | S S S S | | | | | | | | | | | | | | |
| 328 iauto 525 770 10 246 4/1937 P-T 180/5000 116 350/1250 8/R A 5,6 250 7,56 6 S S S S S S S S 330d 592 423 12 208 6/2939 D-T 190/4000 8/R A 5,6 250 5,9 6 S S S S S S S S S S S S S S S S S S | | | | | | | | | | | | | | | | | |
| 330d 592 423 12 208 6/2993 D-T 190/4000 - 560/2000 8/R A 5,6 250 5,9 6 S S S S S S S S S S S S S S S S S S | | | | | | | | _ | | | | | | | | | |
| ActiveHybrid 3 723 949 14897 6/2979+e P-T/H 250e - 450e 8/R A 5,3 250 7,1 6 S S S S S S M3 1016 118 20868 6/2979 P-T 317/5500 - 5501850 6/R M 4,3 250 10,6 6 S S S S S S S S S M3 auto 106392 21 838 6/2979 P-T 317/5500 194 5501850 6/R M 4,3 250 10,6 6 S S S S S S S S S S S S S S S S S S | S 129 - | S S | S S S S | 6 | 5,9 | 250 | 5,6 | Α | 8/R | - 560/2000 | 190/4000 | D-T | 6/2993 | 12 208 | 592 423 | 330d | |
| M3 auto 168 592 21 838 6/2979 P.T 317/5500 194 550/1850 7/R A 4.25 250 10,0 6 S S S S S S S S S | | | | | | | | A | | | | | | | | | |
| Series Gran Turismo | S 204 - | S S | SSSS | j 6 | | 250 | 4,3 | M | | | | | | | | | |
| Note that the normal Series Bad: Styling might not appeal to all. Our choice: 328i GT. Replacement due: Still new. Also look at: Audi A5 Sportback | | | | | | | | | | | | | | | | | Sarias Cuan Turisma |
| 320i GT 478 386 9 878 4/1997 P-T 135/5000 - 270/1250 6/R M 7,9 230 7,9 6 S S S S S S S S S S S S S S S S S S | ONCAP Crash: 5 stars | III • EUroi | | | | | | | | | | | | | | | |
| 320i GT auto 495 565 10 229 4/1997 P-T 135/5000 - 270/1250 8/R A 7,9 229 7,4 6 S S S S S S S S S S S S S S S S S S | S 153 - | SS | | _ | | | | | | | | | | | | | Sa. More space and you |
| 320d GT auto 527 423 10 880 4/1995 P-T 135/4000 79 380/1750 8/R A 8,14 226 5,88 6 S S S S S S S S 328 GT 550 194 11 1345 4/1997 P-T 180/5000 - 350/1250 6/R M 6,1 250 8,0 6 S S S S S S S S S S S S S S S S S S | S 145 - | S S | S S S S | 4 6 | 7,4 | 229 | 7,9 | Α | 8/R | - 270/1250 | 135/5000 | P-T | 4/1997 | 10 229 | 495 565 | 320i GT auto | - |
| 328i GT uto 550 194 11 345 4/1997 P-T 180/5000 - 350/1250 6/R M 6,1 250 8,0 6 S S S S S S S S S S S S S S S S S S | S 129 - | SS | S S S S | | | | | | | | | | | | | | -0 |
| 328i GT auto 567 475 11 698 4/1997 P-T 180/5000 - 350/1250 8/R A 6,1 250 7,7 6 S S S S S S S S S S S S S S S S S S | | | | | | | | | | | | | | | | | |
| Parison Pari | S 149 - | S S | S S S S | 7 6 | 7,7 | 250 | 6,1 | Α | 8/R | - 350/1250 | 180/5000 | P-T | 4/1997 | 11 698 | 567 475 | 328i GT auto | |
| voit: Sleeker version of an already accomplished car. Bad: Engines offer same performance as sedans. Our choice: 435i. Replacement due: Gran Coupé added. Also look at: Audi A5, Mercedes-Benz C-Class Coupé/E-Class | | | | | | | | | | | | | | | | | orios / M/ |
| 420i Gran Coupé 508 475 10 493 4/1997 P-T 135/5000 - 270/1250 6/R M 7,3 236 7,7 6 S S S S S S S S S | montan Crash I/a | | | | | | | | | | | | | | | · | |
| 420i Gran Coupé auto 525 757 10 846 4/1997 P-T 135/5000 - 270/1250 8/R A 7,3 236 7,3 6 S S S S S S S S A200 Gran Coupé 539 910 11 135 4/1997 D-T 135/5000 - 270/1250 6/R M 7,3 236 5,6 6 S S S S S S S S S S S S S S S S S S | S 149 - | _ | | _ | | | _ | | | | | | | | | , , , | 3 |
| 420d Gran Coupé auto 557 603 11 497 4/1997 D-T 135/5000 - 270/1250 8/R A 7,3 236 5,5 6 S S S S S S S S S S S S S S S S S S | S 142 - | SS | SSSS | 3 6 | 7,3 | 236 | 7,3 | Α | 8/R | - 270/1250 | 135/5000 | P-T | 4/1997 | 10 846 | 525 757 | 420i Gran Coupé auto | - |
| 428i Gran Coupé auto 537 488 12 107 4/1997 P-T 180/5000 - 250/1250 6/R M 5/9 250 7/9 6 S S S S S S S S S S S S S S S S S S | S 124 - S 121 - | SS | | | | | | | | | | | | | | | |
| 428 Gran Coupé auto 604.770 12.461 4/1997 P.T 180/5000 350/1250 8/R A 5.8.250 7.6.6 S S S S S S | S 154 - | SS | S S S S | 6 | 7,9 | | | | | | | | | | | | |
| 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | S 147 - | S S | S S S S | 6 6 | 7,6 | 250 | 5,8 | Α | 8/R | - 350/1250 | 180/5000 | P-T | 4/1997 | 12 461 | 604 770 | 428i Gran Coupé auto | |
| 435i Gran Coupé 754 540 15522 6/2979 P-T 225/5800 - 400/1200 8/R A 5,1 250 9,0 6 S S S S S S S S S S S S S S S S S S | S 174 - S 144 - | SSS | S S S S | 6 | | | | | | | | | | | | | |
| 420i Coupé auto 525 449 10 839 4/1997 P-T 135/5000 - 270/1250 8/R A 7,3 236 7,2 6 S S S S S S | S 139 - | S S | S S S S | 2 6 | | | | | | , | | | | | | | |
| 420d Coupé 539 410 11 125 4/1995 D-T 135/4000 - 380/1750 6/R M 7,5 240 5,6 6 S S S S S S S S S S S S S S S S S S | S 124 - | SS | S S S S | 6 6 | 5,6 | 240 | 7,5 | | | | | D-T | 4/1995 | 11 125 | 539 410 | 420d Coupé | |

| | PAICE | 47 | ENGI | 25 | 3 5% | Pon | St. This | 6640 | TRA | 0.00 | 200 | 135 | AIRB. | 485 | 50 | 500 | AIR. | AUD | 000 | 30 | TEST | |
|--|--|---|--|--|---|---|---|--|--|---|--|--|---|---|---|--|---|---|---|---|--|----|
| 428i Coupé 428i Coupé | 586 988 586 988 | 12 097 12 097 | 4/1997 4/1997 | P-T P-T | 180/5000 180/5000 | | 350/1250 350/1250 | 6/R 8/R | M A | 5,9 5,8 | 250 250 | 7,9 7,6 | 6 | S | S | S | S | S | S | 154 147 | | |
| 426i Coupé 435i Convertible | 754 027 599 001 | 15 511 12 343 | 6/2979 4/1997 | | 225/5800 135/5000 | | 400/1200 270/1250 | 8/R 6/R | A | 5,78 8,2 | 250 250 230 | 8,6 7,9 | 6 | S | S | S | S | S | S | | Dec 13 | |
| 420i Convertible auto 428i Convertible | 616 488 696 501 | 12 700 14 336 | 4/1997 4/1997 | P-T P-T | 135/5000 180/5000 | | 270/1250 350/1250 | 8/R 6/R | A M | 8,3 6,4 | 230 250 | 7,7 8,2 | 6 | SS | SS | S S | S | S | S | 149 159 | ÷ | |
| 428i Convertible auto 435i Convertible | 713 988 857 746 | 14 693 17 631 | 4/1997 6/2979 | P-T P-T | 180/5000 225/5800 | | 350/1250 400/1200 | 8/R 8/R | A | 6,4 5,5 | 250 250 | 7,9 9,0 | 6 | S S | S | S S | S | S S | S | 154 176 | | |
| M4 Coupé M4 Coupé auto | 1 115 592 | 21 931 22 901 | 6/2979 6/2979 | P-T | 317/5500 317/5500 | 195 | 550/1850 550/1850 | 6/R 7/R | A | | 250 250 | 10,6 10,0 | 6 | S | S | S S | S | S | S | | - Oct 14 | |
| M4 Convertible M4 Convertible auto | 1 213 042 1 260 516 | 25 863 | 6/2979 | P-T | 317/5500 317/5500 | | 550/1850 550/1850 | 6/R 7/R | M A | 4,4 | 250 250 | 10,9 10.4 | | S S | S S | S S | S S | S S | S S | 213 203 | | 53 |
| 5 Series / M5 4-door Sedan • Seats: 4/5 • Fuel tank: 70 litres (520) Good: More emphasis on comfort but still a great driver's car. Bad: Many features | | | | | | | | | | | | | | | | | | | | | stars | |
| 520i 520d | 601 449 634 000 | 12 393 13 058 | 4/1995 4/1995 | | 135/5000 140/4000 | | 270/1250 400/1750 | 8/R 8/R | A | 8,0 7,9 | 226 233 | 7,7 4,9 | 6 | S S | S S | S S | S S | S S | S S | 139 109 | | |
| 528i 530d | | 14 882 16 817 | 4/1995 6/2993 | | 180/5000 190/4000 | | 350/1250 560/1500 | 8/R 8/R | A | 6,3 6,0 | 250 250 | 7,8 6.4 | 6 | S S | S | S S | S | S | S | 142 134 | | |
| 535i ActiveHybrid 5 | 833 527 | 17 136 18 382 | | P-T | 225/5800 | 118 128 | 400/1200 450e | 8/R 8/R | A | 6,24 | 250 250 | 10,1 7,68 | 6 | S S | S | S S | S S | S | S | 177 | Aug 10 Sep 12 | |
| 535d 550i | 943 847 | 19 391 22 084 | 6/2993 | D-T | 230/4400 330/5500 | 116 | 630/1500 650/2000 | 8/R 8/R | A | 6,11 | 250 250 | 6,72 10,3 | 6 | S S | S | S S | S | S | S | 138 199 | - | |
| M5 | 1 403 991 | 28 796 | V8/4395 | P-T | 412/6000 | 208 | 680/1500 | 7/R | A | 4,6 4,38 | | 11,88 | 6 | S | S | S | S | S | S | 232 | Apr 12 | |
| M5 Competition package 5 Series GT | 1 513 991 | | 5-door Liftb | ack • | | Fuel ta | | | | _ | dm³ ∙ | Mainte | | | | _ | | | | AP cras | | |
| Good: Supremely comfortable. Good engines. Ride. Bad: You'll probably hate the lo 520d GT | 705 962 | | | | 135/4000 | AISO I | 380/1750 | A5 Sport 8/R | Dack/ | | 215 | 6,6 | ges-R | enz Cl S | S | S | S S | , Porso | S | anamei 144 | ra - | |
| 530d GT 535i GT | 861 386 877 887 | 17 706 18 043 | 6/2993 6/2979 | | 190/4000 225/5800 | ÷ | 560/1500 400/1200 | 8/R 8/R | A | 6,2 6,1 | 246 250 | 7,0 9,8 | 6 | S | S S | S S | S | S | S | 153 192 | | |
| 5501 GT 6 Series / M6 2-door Coupé / 4-door Sedan (Gran Coupé) / 2-doo | | 22 902 • Seats: 4 | | | 330/5500 Boot: 200/272 | 2 dm³ (Co | 650/2000 onvertible) 33 | 8/R 6 dm³ (Cou | A pé) 344/ | | | 11.0 oupé) • | 6 Mainte | S nance | S Plan: 5 | S year/ | S 100 000 | S km • I | S EuroN(| 214 CAP cra | sh: n/a | |
| Good: Lovely dynamic balance. Drivetrain refinement. Bad: Expensive. Ride. Our choice: 650 640i Coupé | i. Replaceme | | elifted. Also loc 6/2979 | ok at: M | lercedes-Be 235/5800 | enz CLS, | Jaguar XJ, N 450/1300 | Maserati G 8/R | hibli; N | 1ercede 5,3 | es-Benz 250 | SL/S C 8,9 | oupé, N | Maserat S | ti Gran | Turismo |)/Gran | Cabrio, | Porsc S | he 911 | | |
| 640d Coupé | 1 120 360 | 22 999 | 6/2993 | | 230/4400 | Ė | 630/1500 | 8/R | A | 5,3 | 250 | 6,5 | 6 | S | S | S | S | S | S | 143 | ÷ | |
| 650i Coupé 640i Gran Coupé | 1 127 540 | 29 493 23 145 | V8/4395 6/2979 | P-T | 330/5500 235/5800 | | 650/2000 450/1300 | 8/R 8/R | A | 4,6 5,4 | 250 250 | 10,3 9,0 | 6 | S | S | S | S | S | S | 199 174 | ÷ | |
| 640d Gran Coupé 650i Gran Coupé | 1 167 668 1 479 605 | 23 966 30 341 | 6/2993 V8/4395 | P-T | 230/4400 | 160 | 630/1500 650/2000 | 8/R 8/R | A | 5,4 5,17 | | 6,6 10,32 | 6 | S | S | S | S | S | S | 146 199 | Apr 13 | |
| 640i Convertible 650i Convertible | 1 169 246 1 515 029 | 23 998 31 065 | V8/4395 | P-T P-T | 235/5800 330/5500 | 156 | 450/1300 650/2000 | 8/R 8/R | A | 5,5 5,65 | 250 250 | 9,1 12,9 | 6 | S | S | S S | S | S | S | | Apr 11 | |
| M6 Coupé M6 Gran Coupé | 1 690 389 | 34 649 | | | 412/6000 412/6000 | 215 | 680/1500 | 7/R 7/R | A | 4,31 | | 11,88 11,9 | 6 | S | S | S | S | S | S S | 232 232 | Oct 13 | |
| | 1 761 389 | 36 100 | | | | | 680/1500 | | | 4,2 | | | | | 0 | 0 | 0 | - | | | | |
| M6 Convertible 7 Series | 1 803 209 | 36 955 | V8/4395 4- | P-T door S | 412/6000 edan • Se | ats: 4/5 | 680/1500 • Fuel tan | 7/R k: 88 litre | A s • Bo | 4,3 ot: 384 | 250 dm³ • | 12,4 Mainte | 6 nance | S Plan: | S 5 year | S /100 (| S 000 km | S 1 • Eu | S roNC/ | | | |
| M6 Convertible | 1 803 209 | 36 955 ffortlessly | V8/4395 4- | P-T door S S-Class | 412/6000 edan • Se | ats: 4/5 | 680/1500 • Fuel tan | 7/R k: 88 litre | A s • Bo | 4,3 ot: 384 | 250 dm³ • | 12,4 Mainte | 6 nance | S Plan: | S 5 year | S /100 (| S 000 km | S 1 • Eu | S roNC/ | AP cras | | |
| M6 Convertible 7 Series Good: Phenomenal engines. Superb mix of comfort and driving enjoyment. Bad: No. 740i 730d | 1 803 209 ot quite as e 1 182 066 1 204 873 | 36 955 ffortlessly 24 260 24 726 | V8/4395 4- stylish as an 3 6/2979 6/2993 | P-T door S S-Class P-T D-T | 412/6000 edan • Se s. Our choi 235/5800 190/4000 | ats: 4/5 | 680/1500 • Fuel tan i. Replacem 450/1300 560/1500 | 7/R k: 83 litre ent due: : 8/R 8/R | A s • Boo 2015. A A A | 4,3 ot: 384 Iso Ioo 5,7 6,1 | 250 dm³ • k at: M 250 250 | 12,4 Mainte ercede 9,5 6,7 | 6 nance s S-Cla 6 6 | S Plan: ass, Au S S | S 5 year udi A8 | S /1000 , Jagua | S 200 km ar XJ, S S | S • Eu Maser S S | S roNC/ rati Qu S S | AP cras uattrop 184 148 | | |
| M6 Convertible 7 Series Good: Phenomenal engines. Superb mix of comfort and driving enjoyment. Bad: No. 740i 7300d ActiveHybrid 7 750i | 1 803 209 ot quite as e 1 182 066 1 204 873 1 261 399 1 507 605 | 36 955 ffortlessly 24 260 24 726 25 881 30 913 | V8/4395 4- 7 stylish as an 3 6/2979 6/2993 6/2979+e V8/4395 | P-T door S S-Class P-T D-T P-T/H P-T | 412/6000 edan • Se s. Our choi 235/5800 190/4000 260e 330/5500 | ats: 4/5 ce: 740 - | 680/1500 • Fuel tan i. Replacem 450/1300 560/1500 500e 650/2000 | 7/R k: 88 litre ent due: 3 8/R 8/R 8/R 8/R | A s • Bo 2015. A A A A A | 4,3 ot: 384 Iso loo 5,7 6,1 5,7 6,25 | 250 dm³ • k at: M 250 250 250 250 250 | 12,4 Mainte ercede 9,5 6,7 8,2 10,32 | nance s S-Cla 6 6 6 | S Plan: ass, Au S S S S | S 5 year udi A8 S S S S | S 7/100 () Jagua S S S S | S 200 km ar XJ, S S S S | S Maser S S S | S roNCA rati Qu S S S S | 184 148 158 199 | orte - | |
| M6 Convertible 7 Series Good: Phenomenal engines. Superb mix of comfort and driving enjoyment. Bad: No. 740i 730d ActiveHybrid 7 750i 750Li 760Li | 1 803 209 ot quite as e 1 182 066 1 204 873 1 261 399 1 507 605 1 640 605 2 059 276 | 36 955 ffortlessly 24 260 24 726 25 881 30 913 33 632 42 189 | V8/4395 4- r stylish as an 6/2979 6/2979 6/2979+e V8/4395 V8/4395 V12/5972 | P-T door S S-Class P-T D-T P-T/H P-T P-T P-T | 412/6000 edan • Se s. Our choi 235/5800 190/4000 260e 330/5500 330/5500 400/5250 | eats: 4/5 ce: 740 - - 154 - 208 | 680/1500 • Fuel tan i. Replacem 450/1300 560/1500 500e 650/2000 650/2000 750/1500 | 7/R k: 88 litre: ent due: 3 8/R 8/R 8/R 8/R 8/R 8/R | A S • Boo 2015. A A A A A A | 4,3 ot: 384 Iso Ioo 5,7 6,1 5,7 6,25 4,8 4,95 | 250 dm³ • k at: M 250 250 250 250 250 250 250 | 12,4 Mainte ercede 9,5 6,7 8,2 10,32 10,3 15,48 | 6 nance s S-Cla 6 6 6 6 8 6 | S Plan: ass, Au S S S S S S | S S Judi A8 S S S S S S S | S 7/100 C Jagua S S S S S S | S 200 km ar XJ, S S S S S | S EUI Maser S S S S S S S S S S | S roNCA rati Qu S S S S S S | 184 148 158 199 199 303 | orte - - - - | |
| M6 Convertible 7 Series Good: Phenomenal engines. Superb mix of comfort and driving enjoyment. Bad: No. 740i 730d ActiveHybrid 7 750i 750Li 760Li 33 Good: Performance and sophistication. Bad: Slightly impractical and clamshell do | 1 803 209 ot quite as e 1 182 066 1 204 873 1 261 399 1 507 605 1 640 605 2 059 276 5-door h oors. Our cho | 36 955 ffortlessly 24 260 24 726 25 881 30 913 33 632 42 189 atch • Se pice: Rangi | V8/4395 4- stylish as an 6/2979 6/2993 6/2979+e V8/4395 V8/4395 V12/5972 eats: 4 • Fuel to ge extender. Ref | P-T door S S-Class P-T D-T P-T/H P-T P-T P-T tank: 9 | 412/6000 edan • Se s. Our choi 235/5800 190/4000 260e 330/5500 330/5500 400/5250 litres (REx ment due: | 154 - 208 - Rang | 680/1500 • Fuel tan i. Replacem 450/1300 560/1500 500e 650/2000 650/2000 750/1500 e Extender) new. Also lo | 7/R k: 88 litre: ent due: 1 8/R 8/R 8/R 8/R 8/R 8/R 8/R 8/R 8/R 8/R | A A A A A A A A A A A A A A A A A A A | 4,3 ot: 384 Iso loo 5,7 6,1 5,7 6,25 4,8 4,95 d lm³ (F | 250 dm³ • k at: M 250 250 250 250 250 250 250 250 | 12,4 Mainte ercede 9,5 6,7 8,2 10,32 10,3 15,48 Mainte | 6 nance s S-Cla 6 6 6 8 6 nance | Plan: S S S S S S Plan: | S S year udi A8 S S S S S S S S S S S S | S 7/100 () Jagua S S S S S S | S 2000 km ar XJ, S S S S S S S | S Naser S S S S S | S roNCA rati Qu S S S S S S S | AP crass Jattropi 184 148 158 199 199 303 AP crass | orte - - - - | |
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| M6 Convertible 7 Series Good: Phenomenal engines. Superb mix of comfort and driving enjoyment. Bad: No. 740i 730d ActiveHybrid 7 750i 750Li 760Li 33 Good: Performance and sophistication. Bad: Slightly impractical and clamshell do 13 eDrive REx 18 Good: Unique in its segment and overall design. Bad: Tricky mixture of being a hybrid 18 eDrive Coupé X1 Good: Well-priced premium entrant. Efficient and powerful engines. Bad: Rear legi X1 sDrive18i X1 sDrive18i X1 sDrive20i | 1 803 209 ot quite as e 1 182 066 1 204 873 1 261 339 1 507 063 1 640 605 2 059 276 5 door h ors. Our che 525 000 595 000 and a sports 1 755 000 room. Our cl 402 656 419 769 427 309 | 36 955 ffortlessly 24 260 24 726 25 881 30 913 33 632 42 189 atch • \$£ 50 ice: Rang 10 830 12 261 8 330 8 679 8 6834 | V8/4395 4- stylish as an 3 6/2979 6/2993 6/2979+e V8/4395 V8/4395 V12/5972 eats: 4 • Fuel ge extender. Ri- electric elec(+2/647) 2- choice: Only or elec+3/1499 5-door S 4/1995 4/1995 4/1995 | P-T door S S-Class S-Class P-T D-T P-T/H P-T P-T P-T tank:9 eplace E E(P) door C ne mod H/P-T | 412/6000 edan * Ses . Our choi 235/5800 190/4000 260e 330/5500 330/5500 400/5250 litres (REx ment due: 125e 125e 266e Seats: 4/5 ement due: 110/6400 110/6400 1135/5000 | ats: 4/E ce: 740 154 208 Rang Brand 98 eats: 24 109 Fuel free | 680/1500 Fire Itani Replacem 450/1300 5600/1500 500e 650/2000 750/1500 e Extender) new. Also Ic 250e 250e 2 • Fuel tani ue: Brand m 570e ank: 61 litre ssh. Also Io 200/3600 270/1250 | 7/R (38 litre: 8/R (8/R 8/R 8/R | A S • Bot A A A A A A A A A A A A A A A A A A A | 4,3 so loo 5,7 6,1 5,7 6,25 4,8 4,95 6 dm³ (F 22 7,47 000196 E No re- 4,36 072 dm Merced 9,7 10,4 7,4 | 250 dm³ • k at: M 250 250 250 250 250 150 150 150 250 250 250 250 250 250 250 250 250 2 | 12.4 Mainte ercede 9.5 6,7 8,2 10,32 10,3 15.48 Mainte 0,0 0,7 Mainte petitors, 2,5 intenar iz GLA, 9,2 9,5 8,3 | 6 6 6 8 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 | S Plan: S S S S S S S S S S S S S S S S S S S | S 5 year S S S S S S S S S S S S S S S S S S | S Jaguar S S S S S S S S S S S S S S S S S S S | S | S EuroN ross C S S S S S S S S S S S S S S S S S S | S roNC. S S S S S S S S S S S S S S S S S S S | AP crass uattrop 184 148 158 199 303 AP crass 0 13 AP crass 49 V 180 185 162 | orte sh: n/a - Jan 15 sh: n/a mges. Mar 15 | |
| M6 Convertible 7 Series Good: Phenomenal engines. Superb mix of comfort and driving enjoyment. Bad: No. 740i 730d ActiveHybrid 7 750i 750i 760Li 3 Good: Performance and sophistication. Bad: Slightly impractical and clamshell do i3 eDrive REx i3 Good: Unique in its segment and overall design. Bad: Tricky mixture of being a hybrid i8 eDrive Coupé X1 Good: Well-priced premium entrant. Efficient and powerful engines. Bad: Rear leg X1 sDrive18i X1 sDrive18i X1 sDrive20i X1 sDrive20i X1 sDrive20i X1 sDrive20i X1 sDrive20d | 1803 209 ot quite as e 1182 066 1204 873 1261 339 1507 605 1640 605 2 059 276 5-1cor h 555 000 and a sports 1 755 000 402 656 419 769 427 309 444 923 | 36 955 ffortlesshy 24 260 24 726 25 831 30 913 33 632 42 189 atch * Sc iice: Rang 12 261 8 6 car. Our 8 37970 8 834 9 191 | V8/4395 4-stylish as an s 6/2979 6/2993 6/2979+e V8/4395 V12/5972 gass 4 • Trel i ge extender. R electric elec(+2/647) 2- choice: Only or elec+3/1499 4/1995 4/1995 4/1995 4/1995 | P-T door S S-Class S-Class P-T D-T P-T/H P-T P-T P-T P-T e(P) Beplace E(P) door C Replace P P-T P-T D-T D-T D-T | 412/6000 edan * Se s. Our choi 235/5800 190/4000 260e 330/5500 330/5500 400/5250 litres (REx ment due: 125e 266e 266e 110/6400 110/6400 1135/5000 135/5000 | ats: 4/5 ce: 740 154 - 208 - Rang Brand 1 - 98 Fuel 1 : Still fre | 680/1500 Füeltani Replacem 450/1300 560/1500 500e 650/2000 750/1500 e Extender, new. Also Io 250e 250e 2 Fuel tan 570e ankl 61 litre 200/3600 270/1250 270/1250 270/1250 | 7/R (38 litre: 8/R (3 | A A B B O C C C C C C C C C C C C C C C C C | 4.3 ot: 384 iso loo 5,7 6,1 5,7 6,25 4,8 4,95 5 dm³ (F car 7,2 7,47 oot: 96 2.1 No re: 4,36 or 7,2 dm² (Freed 9,7 10,4 7,7 7,8 7,8 %) | 250 dm³ • k at: M 250 250 250 250 250 150 dm³ • Ma es-Bet 202 205 205 220 250 dm³ • Ma | 12.4 Mainte ercede 9.5 6,7 8,2 10,32 10,3 115.48 Mainte 0,0 0,7 Mainte petitors, 2,5 2,5 8,3 8,0 5,9 5,9 | 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 | S Plan: S S S S S S S S S S S S S S S S S S S | S 5 year /10 S S S S S S S S S S S S S S S S S S S | S | S | S EuroN EuroN S S S S S S S S S S S S S S S S S S S | S CAP C CAP C COUNTY S S S S S S S S S S S S S S S S S S S | AP crass 184 148 158 199 199 303 AP crass 0 13 AP crass 49 180 185 162 157 129 | Jan 15 Jan 15 Mar 15 istars | |
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| 7 Series Good: Phenomenal engines. Superb mix of comfort and driving enjoyment. Bad: No. 740i 730d ActiveHybrid 7 750i 750i 750Li 760Li 3 Good: Performance and sophistication. Bad: Slightly impractical and clamshell do i3 eDrive REx 18 Good: Unique in its segment and overall design. Bad: Tricky mixture of being a hybrid i8 eDrive Coupé X1 sDrive Coupé X1 sDrive 18i auto X1 sDrive 20i X1 sDrive 20i X1 sDrive 20i X1 xDrive 20i | 1 803 209 ot quite as e 1 182 066 1 204 873 1 261 339 1 507 605 1 640 605 2 059 276 5-door h ors. Our ch 525 000 595 000 and a sports 1 755 000 room. Our cl 402 656 419 769 427 309 444 1923 446 0539 482 746 | 36 955 ffortlessly 24 260 24 726 25 881 30 913 33 632 42 189 atch • \$£ 316 261 10 830 11 2 261 8 330 8 8 car. Our 8 330 8 8679 8 834 9 191 9 132 9 9132 | V8/4395 4-stylish as an 6/2979 6/2993 6/2979+e V8/4395 V8/4395 V12/5972 ass 4 • Trel ge extender. R electric elec(+2/647) 2-choice: Only o elec+3/1499 4/1995 4/1995 4/1995 4/1995 4/1995 4/1995 4/1995 4/1995 4/1995 4/1995 | P-T door S S-Class S-Class S-Class S-Class P-T P-T/H P-T P-T tank: 9 eplace E E(P) | 412/6000 edan * Ses . Our choi 235/5800 190/4000 260e 330/5500 330/5500 400/5250 litres (REx ment due: 125e 125e | ats: 4/5 ce: 740 154 208 - Rang Brand 109 Fuel to Still free | 680/1500 Fire Itani Replacem G50/2000 500e 650/2000 750/1500 Extender) new. Also Ic 250e 250e 2 Fuel tani Brand n 570e 200/3600 270/1250 270/1250 380/1750 | 7/R c 88 litre: ent due: 8/R | A S • Bol 2015. A A A A A A A A A A A A A A A A A A A | 4.3 30t3844 Iso loo 5,7 6,1 5,7 6,25 4,8 6 dm³ (F eaf 7,2 7,47 00t196 c: No re: 4,36 072 dm Herced 7,4 7,7 10,4 7,7 7,8 7,9 7,8 8,1 | 250 dm³ • k at: M 250 250 250 250 250 150 150 150 250 250 250 250 250 250 250 250 250 2 | 12.4 Mainte ercede 9,5 6,7 8,2 10,32 110,3 115,48 Mainte oetitors, 2,5 110,10 1 | 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 | S Plan: S S S S S S S S S S S S S S S S S S S | S 5 year Al S S S S S S S S S S S S S S S S S S | S | S 000 km S | S EURON S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | AP crass 184 148 158 199 199 303 AP crass 0 13 AP crass 188 49 180 185 162 157 129 135 | orte Jan 15 Jan 15 Mar 15 istars | |
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| 7 Series Good: Phenomenal engines. Superb mix of comfort and driving enjoyment. Bad: No. 740i 730d ActiveHybrid 7 750i 750i 750Li 760Li 3 Good: Performance and sophistication. Bad: Slightly impractical and clamshell do i3 eDrive REx 18 Good: Unique in its segment and overall design. Bad: Tricky mixture of being a hybrid i8 eDrive Coupé X1 SDrive REx X1 SDrive REs X2 substitute RES X3 substitute RES X4 substitute RES X4 substitute RES X5 substitute RES X6 substitute RES X6 substitute RES X8 | 1 803 209 ot quite as e 1 182 066 1 204 873 1 261 339 1 507 605 5 1 600 10 5 5 0 00 5 5 0 00 and a sports 1 755 000 and a sports 1 755 000 com. Our clo 402 656 419 769 427 309 444 796 441 923 460 539 482 786 499 786 515 360 554 925 | 36 955 ffortlessly 24 260 24 726 25 881 30 913 33 632 42 189 atch • \$1 06 ccar. Our 8 330 12 261 6 ccar. Our 8 330 8 8679 8 834 9 191 9 191 10 633 11 442 | V8/4395 4-stylish as an selectric file for the file file for the file for the file for the file file for the file file for the file for the file file for the file file for the file file for the file file file for the file file file file file file file fil | P-T door S S-Class S-Class S-Class S-Class S-Class S-Class S-Class D-T D-T P-T P-T T ank:9 EE(P) -door C EE(P) -door C -door | 412/6000 edan * Se s. Our choi 235/5800 190/4000 260e 330/5500 330/5500 400/5250 litres (REx ment due: 125e 266e 266e Seats: 4/5 * ed. Replace 110/6400 110/6400 1135/5000 135/4000 135/4000 135/4000 135/4000 135/4000 135/4000 135/4000 135/4000 135/4000 135/4000 135/4000 135/4000 | 154 | 680/1500 Fire Itani Replacem 650/2000 5500e 650/2000 750/1500 650/2000 750/1500 Extender, new. Also Icc 250e 2 • Fuel tani 570e ank 61 litre exp. (200/3600 270/1250 270/1250 380/1750 380/1750 380/1750 380/1750 380/1750 | 7/R (38 litre: 8 (81 litre: 8 /R (8 /4)))))))))))))))))))))))))))))))))))) | A S • BO A A A A A A A A A A A A A A A A A A | 4.3 oot 3844 (Iso loo 5.7 6.1 5.7 6.1 5.7 6.25 4.8 4.95 6 dm³ (Fear 7.2 7.47 oot 9.7 10.4 7.7 7.8 7.9 7.8 8.1 8.1 8.1 6.5 oot 1.7 6.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1 | 250 dm³ • k at: M 250 250 250 250 250 150 150 dm³ • Ma es-Bet 202 205 205 213 240 • Ma | 12.4 Mainte ercede 9,5 6,7 8,2 10,32 110,3 15,48 Mainte 0,0 0,7 Mainte petitors, 2,5 3,8 3,8 0,9 0,9 0,9 0,9 0,8 5,5 6,6 6,6 6,5 8,6 6,6 6,5 8,6 6,6 6,6 6,6 6,6 6,6 6,6 6,6 6,6 6,6 | 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 | S Plan: S S S S S S S S S S S S S S S S S S S | S 5 year /10 S S S S S S S S S S S S S S S S S S S | S | S | S EuroN S S S S S S S S S S S S S S S S S S S | S TONCA S S S S S S S S S S S S S S S S S S S | AP crass 184 148 158 199 199 199 193 0 13 AP crass di R8 ra 49 49 185 162 176 176 176 176 176 186 188 188 188 188 188 188 188 188 18 | orte Jan 15 Jan 15 Mar 15 Stars Stars | |
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| 7 Series Good: Phenomenal engines. Superb mix of comfort and driving enjoyment. Bad: No. 740i 730d ActiveHybrid 7 750Li 750Li 760Li 3 Good: Performance and sophistication. Bad: Slightly impractical and clamshell do i3 eDrive REx 18 Good: Unique in its segment and overall design. Bad: Tricky mixture of being a hybrid i8 eDrive Coupé X1 sDrive 18i X1 sDrive 18i X1 sDrive 18i X1 sDrive 20i X1 sDrive 20i X1 sDrive 20d X1 sDrive 20d X1 xDrive 20d X1 | 1 803 209 ot quite as e 1 182 066 1 204 873 1 261 399 1 507 065 1 640 605 2 059 276 5-1 cot h ors. Our cl 402 656 419 769 427 309 447 796 441 923 460 539 482 746 499 822 497 565 5 15 5360 554 925 or choice: XDr 5 48 388 565 707 | 36 955 ffortlesshy 24 260 24 726 25 881 33 0913 33 632 42 189 cite: Ranq 10 830 12 261 8 830 8 679 9 191 9 132 9 967 10 316 10 270 10 633 11 442 11 320 11 1926 13 361 | V8/4395 4- stylish as an s. 6/2979 6/2993 6/2993 6/2979+e V8/4395 V8/4395 V8/4395 V8/4395 V8/4395 V8/4395 4/1995 6/2993 | P-T door S S-Class S-Class S-Class S-Class S-Class S-Class S-Class D-T D-T D-T T T-T/H P-T T T T T T T T T T T T T T T T T T T | 412/6000 eden* Se so Our choi 235/5800 190/4000 260e 330/5500 330/5500 400/5250 Litres (REx ment due: 125e 266e 266e 110/6400 110/6400 110/6400 135/5000 135/4000 135/4000 135/5000 135/4000 135/5000 135/4000 135/5000 135/4000 135/5000 135/5000 135/5000 135/5000 135/5000 135/5000 135/5000 135/5000 135/5000 135/5000 135/5000 135/5000 | ats: 4/5 ce: 740 154 - 208 - Rang Brand 198 eats: 24 ement of 109 - Fuel till free eats: 4/1 lso look | 680/1500 Fire Itani Replacem 450/1300 560/1500 500e 650/2000 750/1500 e Extender, new. Also Icc 250e 250e 250e 24 Fire Itani ue: Brand m 570e 200/3600 200/3600 270/1250 380/1750 380/1750 380/1750 380/1750 350/1250 5 Fire Itani cat Audi O5, 270/1250 270/1250 270/1250 270/1250 | 7/R 6:28 liter: 8/R 8/R 8/R 8/R 8/R 8/R 8/R 8/ | A A A A A A A A A A A A A A A A A A A | 4.3 ot 3844 Iso loo 5,7 6,1 5,7 6,2 5 4,8 4,95 6 dm (F) 6,25 1,2 7,47 001-95 t- No re- 4,36 072 dm (F) 7,2 7,47 001-95 1,0 1,0 1,0 1,0 1,0 1,0 1,0 1,0 1,0 1,0 | 250 dm³ • k at: M 250 250 250 250 250 250 150 150 150 250 250 250 250 250 250 250 250 250 2 | 12.4 Mainte ercede 9,5 6,7 8,2 10,32 10,3 15,48 Mainte 0,0 0,7 Mainte 2,5 Mainte 3,5 9,5 8,3 8,0 8,5 9,6 6,6 5,5 8,6 6,6 5,5 8,6 6,6 5,8 8,9 8,8 8,8 8,9 8,8 8,8 8,9 8,9 | 6 nance s s-Cla 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 | S Plan: S S S S S S S S S S S S S S S S S S S | S 5 year A 10 S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | \$ 000 km | S | S CAP c CEP CI S S S S S S S S S S S S S S S S S S | AP crash 184 158 199 199 199 193 AP crash 249 185 162 157 129 135 162 167 143 168 173 1661 | Jan 15 Jan 15 Mar 15 Stars | |



| ACELOGIC Data co | llected using Racelogic VBOX. See CARmag.co.za | PA CO | 14 OH. | EWG | 25 | 3 57 | NON NON | 2 17 N | GEA, | TRA | 0.70 | 37.75 | 735 | AIR. | 480 | ES S | 30% | AR. | 400/ | SIN S | 2 2 |
|------------------------------|---|--------------------|------------------|---------------------|------------|----------------------|--------------------|----------------------|-------------|--------------|--------------|------------|----------------|---------|-------------|----------|----------------|--------------|---------|----------------|-----------|
| | | | | | | Seats: 4/5 | | | | | | | | | | | | km • E | uroNC | AP crash: | 5 stars |
| d: BMW X6 styling witho | out the huge proportions. Bad : Be aware of costly spec | | | | | | | | | rsche N | | | | | | | | | | | |
| 100 | X4 xDrive20i X4 xDrive20d | 661 707 664 629 | 13 624 13 684 | | | 135/5000 140/4000 | | 270/1250 400/1750 | 8/4 8/4 | Α | | 212 212 | 8,3 6,5 | 6 | S | S | S | S | S | S 161 S 143 | Nov 1 |
| | X4 xDrive28i | 725 809 | | | | 180/5000 | | 350/1250 | 8/4 | A | | | 8,4 | 6 | S | S | S | S | | S 162 | - |
| | X4 xDrive30d | 811 475 | | | | 190/4000 | | 560/1500 | 8/4 | A | | 234 | 7,1 | 6 | S | S | S | S | | S 156 | |
| 21-210-3 | X4 xDrive35i | 820 990 | 16 880 | | | 225/5800 | | 400/1200 | | Α | 5.5 | 247 | 10.0 | 6 | S | S | S | S | S : | S 193 | |
| l. Canadana dha bariana | Dad National factors of and asks Occubation | D | | or SUV • S | | | | | | | | | | | | | | | | | 5 stars |
| 1: Good road benaviour. | Bad: Not suited for hectic off-road paths. Our choice: | | | | | | | | | | | | | | | | | ange F | | | |
| | X5 xDrive35i X5 xDrive30d | 877 400 890 194 | | 6/2993 | | 225/5800 190/4000 | | 400/1200 560/1500 | 8/4 8/4 | Α | 6,5 6,95 | 230 | 10,2 6,8 | 6 | S | S | S | 9 | - | S 197 S 156 | Apr 1 |
| | X5 xDrive40d | 1 005 296 | | | | 230/4400 | | 630/1500 | 8/4 | Ā | | | 7,2 | 6 | S | S | S | S | | S 157 | - Apr 1 |
| | X5 xDrive50i | | 22 862 | V8/4395 | | 330/5500 | | 650/2000 | 8/4 | Α | 4,9 | | 11,5 | 6 | S | S | S | S | | S 224 | |
| | X5 M50d | 1 168 938 | | | | 280/4000 | | 740/2000 | 8/4 | Α | 5,3 | | 7,9 | 6 | S | S | S | S | S | S 173 | |
| | X5 M | 1 657 159 | | 10, 1000 | | 423/6000 | | 750/2200 | 8/4 | A | | | 13.3 | 6 | S | S | S - /400 (| S | S | S 258 | 100/ |
| d. Varb processes and be | etter refinement. Bad: A few impracticalities remain. 0 | ur obojoo: vi | | oor Cross-O | | | | | | | | | | ananice | Han | : 5 yea | r/ IUU U | JUU KIII | Euro | NUAP Cra | isn: n/a |
| a. Kerb presence and be | | 955 503 | | | | | | | 8/4 | A | | | 10,2 | C | c | c | c | c | c | S 198 | |
| | X6 xDrive35i X6 xDrive40d | 1 056 912 | | | P-T D-T | 225/5800 230/4400 | | 400/1200 630/1500 | 8/4 | Δ | | 240 | 7,4 | 6 | S | S | S | S | S | S 163 | +: |
| | X6 xDrive50i | 1 173 773 | | | P-T | 330/5500 | | 650/2000 | 8/4 | A | 4,8 | | 11,6 | 6 | S | S | S | S | | S 225 | - |
| | X6 M50d | 1 332 540 | | | | 280/4000 | | 740/2000 | 8/4 | Α | 5,38 | | 7,9 | 6 | S | S | S | S | S | | May |
| | X6 M | 1 690 659 | 34 655 | | | 423/6000 | | 750/2200 | 8/4 | A Post 15 | | | 13.3 | 6 | S | S | S - /4100 (| S NO less | S | S 258 | - |
| I Graat laaka Sunarh a | naines A more rounded offering than before Pad Stu | inid namas I | Evnonciuo (| | | ole • Seat | | | | | | | | | | | | | | | |
| . Greatiouks. Superbei | ngines. A more rounded offering than before. Bad: Stu | | 12 087 | | | 135/5000 | | 270/1250 | 6/R | M M | | | | A OLK, | S | C D0 | rotel, J | c | | S 159 | 10 |
| - | Z4 sDrive20i Z4 sDrive20i auto | 586 501 606 201 | | | | 135/5000 | | 270/1250 270/1250 | 6/R 8/R | A | | 235 | 8,2 8,2 | 4 | S | S | S | S | - | S 159 S 159 | |
| | Z4 sDrive28i | 670 001 | | | | 180/5000 | | 350/1250 | 6/R | M | 5,7 | | 8,2 | 4 | S | S | S | S | | S 159 | |
| 7 | Z4 sDrive28i auto | 689 701 | | 4/1995 | | 180/5000 | | 350/1250 | 8/R | Α | 5,7 | | 8,2 | 4 | S | S | S | S | - | S 159 | - |
| | Z4 sDrive35i | 836 657 | | | P-T | 225/5800 | | 400/1300 | 6/R | M A | 5,2 5,1 | | 11,3 | 4 | S | S | S | S | | S 219 | - |
| | Z4 sDrive35i auto Z4 sDrive35is | 865 637 923 337 | | | P-T P-T | 225/5800 250/5900 | | 400/1300 500/1500 | 7/R 7/R | | | 250 250 | 10,9 10.9 | | S | S | S | S | | S 211 S 211 | T. |
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| HANG | N | | | | | | | | | www | v.cha | ngans | sa.co. | .za - | Telep | hone | e: 011 (| 668 03 | 300 | Dealers | s: 21 |
| | | | | | | | | Di Lu | | | | | | | | | - | | | NOAD | |
| - A = -ff==d=b = ==d== | | | lann Alas Is | alast Daile | -+ C | Mass Ta | | oor Pick-U | p • Seat | s: 2 • F | uel tan | ık: 40 III | ires • | Boot: | 1/a • | Servic | e Plan | None | • Euro | NCAP cra | ish: n/a |
| : An arrordable load car | rrier. Bad: Tiny engine. Our choice: Untested Replace | | | | | | | | F (D | | | 00 | | _ | | | - | | - | 404 | |
| 300 | Star II 1,0 Star II 1,3 | 77 990 93 990 | 1 694 2 021 | 4/1012 4/1310 | P P | 39/5300 60/5300 | | 78/3500 102/3500 | 5/R 5/R | M | n/a n/a | 98 | n/a n/a | | | | | 0 | - | - 184 - 189 | - |
| - | Star II 1,3 King Cab | 97 990 | 2 103 | 4/1310 | | 60/5300 | | 102/3500 | 5/R | M | n/a | | n/a | - | | - | - | 0 | - | - 189 | - |
| 0 9 | | | | | | | | | | | | | | | | | | | | | |
| IIED\ | | | | | | | | | | | | | | | | | | | | | |
| HERY | | | | | | | | | | 1 | www | chery | /sa.co | o.za | Tele | phon | ie: 086 | 1 757 | 555 | Dealers | 35 |
| | | | | | | 5-door | Hatch • | Seats: 4/5 | • Fuel t | ank: 50 l | litres | • Boot: | n/a ∙ | Servic | e Plai | n: 2 ve | ar/300 | 000 km | • Euro | NCAP cra | sh: n/a |
| l: Standard specification | n. Quite good looking. Good ride/handling. Bad: Iffy bu | ild quality. O | ur choice: 1 | ,3 TE. Repla | cemen | | | | | | | | | | | | | | | | |
| THE REAL PROPERTY. | J11,3TE | 129 900 | 2755 | 4/1297 | Р | 61/6000 | - 1 | 114/3800 | 5/F | M | 16,0 | 156 | 8,4 | 2 | S | S | S | S | S | - 160 | - |
| - | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | I FAI' | | | 2/4 000 | | | D1 | | /00 | 2001 | | NOAR | |
| Discoul assification | . Dad Asthurstic anning and shares side Dadasan | ant does Does | - d O | h-i O- | | or Hatch • | | | | | | | | | e Pla | n: 2 ye | ar/30 (| JUU KM | • Euro | NCAP cra | ash: n/a |
| : Price and specificatio | n. Bad: Asthmatic engine and choppy ride. Replaceme | | | | | | | _ | | | | | - | | • | 0 | | 0 | | 0 470 | |
| 1 | J21,5 TX | 139 900 | 2 959 | 4/1497 | Р | 72/6000 | bl | 140/4500 | 5/F | IVI | 14,25 | 1/1 | 8,88 | 2 | 5 | 5 | 5 | 5 | 5 | S 176 | Dec |
| -0- | | | | | | | | | | | | | | | | | | | | | |
| | 0.00 | | | | 5-doc | r Hatch • | Seats: 5 | • Fuel ta | ık: 57 litr | es • Bo | ot: 280 | /1 024 c | lm³ ∙ S | Servic | e Plar | 1: 3 yea | ar / 750 | 000 km | • Euro | NCAP cra | sh: n/a |
| : High specification leve | el. Decent looks. Bad: Unwilling engine. Our choice: O | nly one mod | el for nov | w. Replacen | | | | | | | | | | | | | | | 112 | | |
| ABOM | J31,6 TXE | 209 900 | 4 390 | 4/1597 | Р | 93/6150 | - 1 | 160/3900 | 5/F | M | n/a | n/a | 10,0 | 6 | S | S | S | S | S | S 194 | - |
| N- | | | | | | | | | | | | | | | | | | | | | |
| - | | | | | | | 5 door | latch • Se | ate: 4 | iuol ton | h ar r | troe 4 | Root: 1 | E6/206 | dpa3 | Carr | ico Dle | n' ont | o Euro | NCAR on | eh n/e |
| · Cheanest now car in C | SA. Bad: Cheap for a reason. Our choice: Makes some | sense at on | try-level so | 08TF Ron | lacemo | | | | | | | | | _ | | | | | | | 6311111/6 |
| . Oneapest New Car III S | SA: Bau: Cheap for a reason. Our choice: Makes some | | | | | | | 70/3500 | | | | | 8,2 | -AVV V2 | 2, Gee - | | | | | | ۸ |
| | QQ30,8TX | 88 900 99 900 | 1 917 2 142 | 3/812 3/812 | | 38/6000 38/6000 | | 70/3500 | 5/F 5/F | | 18,8 20,0 | | 8,2 | | - | S | S | | | - 156 S 156 | Aug (|
| | QQ3 1,1 TXE | 109 900 | 2 346 | 4/1083 | | 50/6000 | - | 90/3500 | 5/F | | 18,5 | | 6,8 | | S | | | | | S 133 | |
| | Q. | | | | | | | | | | | | | | | | | | | | |
| | | | V4.0.5 | | | or SUV • S | | | | | oot: 32 | 0/1 214 | dm³ ∙ | Servic | e Pla | n: 3 ye | ar/750 | 000 km | • Euro | NCAP cra | ish: n/a |
| - | cent build. Bad: Some refinement/rough trim issues. 0 | | | | | | | | | | | | | | | | | | | | |
| | Tiggo 1,6 TXE | 229 900 | 4 799 | 4/1598 | Р | 93/6150 | | 160/3900 | 5/F | М | n/a | 165 | 10,3 | 2 | S | S | S | S | S | S 201 | - |
| MA | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| HEVRO | LFT | | | | | | | | | 10/14 | WW C | nevrol | et co | 72 - | Telen | hono | • U800 | 422 | 777 F | ealers: | 150 |
| L V NO | LE I | | | | | | | | | VVV | v v v . U I | 10101 | J | .zu | . o.eh | | . 0000 | 722 1 | ,, , | ouitis. | 100 |
| | | -door Hatch | | | | | | | | | | | | | | | | | | | (Hatch |
| l: Dependable, solid eve | eryday transport. Bad: Ageing. Lacks some mod-cons. | Our choice: | LS 4-door. I | Replaceme | nt due: | Soldiers or | n. Also I o | ook at: For | l Figo. To | yota Etic | os, VW | / Polo V | ivo. 20 | 000 kr | n test: | Dece | mber 20 | 007 (Se | dan LT) | | |
| lates. | Aveo Hatch 1,6 L | 141 900 | 3 000 | 4/1598 | Р | 77/5800 | | 145/3400 | 5/F | | 11,56 | | 8,8 | | S | - | S | | | | Nov |
| | Aveo Sedan 1,6 L | 146 500 | 3 094 | 4/1598 | P | 77/5600 | | 145/3400 | 5/F | | 11,6 | | 8,8 | 2 | S | S | S | S | | 173 | |
| | myon Codon 1 E I C | | | | | TUECOO | _ | 145/3400 | E/C | | | | 00 | 2 | ď. | | | | | | |
| (A) | Aveo Sedan 1,6 LS | 158 600 | 3 342 | 4/1598 | P | 77/5600 | | | 5/F | | 11,6 | | 8,8 | | S | S | S | S | | S 173 | - |
| | Aveo Sedan 1,6 LS auto | 172 100 | 3 617 | 4/1598 | | 77/5600 | | 145/3400 | 4/F | | | | 9,2 | | S | S | S | S | | S 173 S 184 | |







Q٦



| RACELOGIC Data collected using Racelogic VBOX. See CARmag.co.za | PRICE | H0H | ENGINE | | | A OWN | 1000 A 25.5 M. | SEARS. | | | Shark with | COLE | AIRE | | ~ | Source | AIR | | | Sugger 60 | |
|--|--|--|--|---------------------------------|--|---|--|--|---|---|---|--|---|----------------------------|----------------------------------|---|--|----------------------------------|---------------------------------------|--|---|
| Good: Good economy, Features. Bad: Small rear quarters. Stodgy dynamics. Our ch C3 VTi 88 Attraction C3 VTi 82 Seduction | oice: VTi At 184 900 191 900 205 900 | traction. F 3 879 4 022 4 308 | 3/998 3/1199 3/1199 | due: Ui P P P | 50/6000 60/5750 60/5750 | lso loo - - - | 95/3000 118/2750 118/2750 | , Toyota Y 5/F 5/F 5/F | aris, Fo M M M | 14,2 12,3 12,3 | ta. 20 00 163 174 174 | 5,3 5,6 5,6 | 4 4 6 | bruar S S S | y 2012 S S S | S S S | 0 0 S | S S S | F F S | 102 109 109 | |
| C4 VTi 120 Exclusive | 259 900 275 900 275 900 290 900 295 900 296 900 | 5 412 5 739 6 046 6 148 6 168 | 4/1598 4/1598 4/1598 4/1598 4/1560 | P P P P P D-T | 88/6000 88/6000 88/6000 88/6000 88/6000 82/3600 | e way. - 68 - - | 160/4250 160/4250 160/4250 160/4250 270/1750 | t: Honda (5/F 5/F 4/F 5/F 6/F | M M A M M | ord Foc 11,48 11,48 12,5 11,48 12,4 | 193 193 193 188 193 190 | zda3, \ 7,44 7,44 8,3 7,44 5.0 | W Go 6 6 6 6 6 | s S S S S | S S S S S S | S S S S S | S S S S S | égane S S S S | S S S S | 143 143 159 143 109 | - Feb 12 - - |
| C4 Aircross 2.0: Aurcross 2.0: AWD Exclusive C4 Piresss C4 Aircross 2.0: WWD Exclusive C4 Aircross 2.0: Seduction auto C4 Aircross 1.0: The Marcross 1.0: Aircross 2.0: Comfort C4 Aircross 1.0: The Marcross 1.0: | 0-litre manu 313 900 337 900 345 900 360 900 376 900 387 900 410 900 | 6 516 7 006 7 170 7 476 7 803 8 028 | 4/1998 4/1998 4/1998 4/1998 4/1998 4/1560 | New. A P P P P D-T D-T P | 113/6000 113/6000 113/6000 113/6000 113/6000 84/3600 84/3600 113/6000 | t: Mitsu - - 82 - 58 - | 198/4200 198/4200 | Vissan Qa 5/F 5/F 5/F V/F 6/F 6/4 V/4 | shqai, M M M A M M M | 9,3 9,3 9,68 10,2 12,32 11,6 10,9 | 200 200 200 200 190 182 180 188 | 9,0 9,0 9,0 9,0 9,1 5,5 5,9 9,7 | 2 2 7 7 7 7 2 | S S S S S | \$ \$ \$ \$ \$ \$ | \$ \$ \$ \$ \$ \$ | \$ \$ \$ \$ \$ \$ \$ | \$ \$ \$ \$ \$ \$ | \$ \$ \$ \$ \$ \$ | 178 178 178 180 119 129 191 | - Oct 13 - - |
| Good: Interesting styling. Bad: Unknown. Our choice: Depends on specification nee C4 Picasso e-HDi 115 Seduction C4 Picasso e-HDi 115 Intensive | ds. Replac 325 900 345 900 | 6 761 | e: Brand new. 4/1560 4/1560 | Also l o D-T | 85/3600 85/3600 | 1W 2 Se 56 56 | ries Active 270/1750 270/1750 | Tourer, M 6/F 6/F | erced M M | es-Ben: 13,34 13,34 | z B-Clas 189 189 | ss, Ope 4,8 4,8 | el Meri 6 6 | va, Pe S S | s S S | 3008 S S | S S | S S | S S | 105 105 | - Nov 14 |
| Dispatch Good: Huge cabin. Price. Bad: We haven't tested one. Our choice: One model only. I Dispatch Multispace HDi 120 Attraction Dispatch Multispace HDi 160 Comfort | Replaceme 397 900 424 900 | 8 233 8 784 | 4/1997 4/1997 | D-T D-T | Hyundai H 88/4000 120/3750 | l-1, Volk - - | 300/2000 340/2000 | mbi, Ford 6/F 6/F | Tourn M A | eo Cust 13,0 13,6 | om 160 170 | 8,8 9,1 | 1 2 | S S | S S | S S | 0 S | S S | F | 194 199 | |
| Good: Stylish package to rival Mini. Lots of personalisation options. Bad: Citroën stil DS3 VTi 82 Design DS3 VTi 120 Style DS3 VTi 120 Style DS3 VTi 120 Style auto DS3 e-HD 190 Style DS3 THP 155 Sport DS3 THP 155 Ultra Prestige DS3 Cabrio VTi 82 Design DS3 Cabrio VTi 120 Style DS3 Cabrio THP 155 Sport | 222 900 261 900 276 900 263 900 263 900 294 900 324 900 245 900 284 900 317 900 | | 3/1199 4/1598 4/1598 4/1560 4/1598 4/1598 3/1199 4/1598 4/1598 | 1,6 THI P P P D-T P-T P-T P-T P | 60/5750 88/6000 88/6000 68/4000 115/6000 60/5750 88/6000 115/6000 | 55 - - - - 96 96 - 77 | 118/2750 160/4200 160/4200 230/1750 240/1400 240/1400 118/2750 160/4200 240/1400 | abrio adde 5/F 5/F 4/F 5/F 6/F 6/F 5/F 5/F | M M A M M M M M M | 15,6 8,9 10,9 11,3 8,11 8,11 12,5 11,24 7,4 | 174 190 190 182 214 214 172 190 210 | 5,4 7,1 7,9 4,4 8,0 7,0 5,6 7,1 | er/S, V 6 6 6 6 6 6 6 6 | W Be | etle, Fi | s S S S S S S S S S S S S S S S S S S S | /500C, 0 S S S S S S S S S | Audi A | S S S S S S S S S S S S S S S S S S S | 104 136 153 98 135 135 109 136 135 | Oct 13 - - - - Jul 10 - - - |
| DS4 Good: Great style and specification level. Bad: Not the smoothest ride. Rear seat ac DS4 VTi 120 Design DS4 THP 160 Style DS4 THP 200 Sport DS4 HDi 160 Sport DS4 HDi 160 Sport DS4 HDi 160 Sport auto | 291 900 347 900 377 900 375 900 390 900 | hoice: HD 6 066 7 211 7 824 7 783 8 089 | 4/1598 4/1598 4/1598 4/1598 4/1997 4/1997 | P P-T P-T D-T D-T | 88/6000 120/6000 147/5800 120/3750 120/3750 | 67 - - 82 | 5 • Fuel tan so look at: A 160/4250 240/1400 275/1700 340/2000 340/2000 • Fuel tan | Alfa Rome 5/F 6/F 6/F 6/F 6/F | o Giuli M A M M A | etta, Au 13,24 9,3 7,9 10,31 9,9 | 193 212 235 212 208 | 7,4 9,2 7,7 6,12 6,8 | Serie 6 6 6 6 6 | s, Mer S S S S | S S S S S | S-Benz S S S S | S S S S S | ss/G S S S S | F F F F | 144 178 149 134 | - - - June 12 |
| Good: Head turning looks. Stunning interior. Quality. Bad: Harsh ride. Price. Our choi DS5 THP 155 Style DS5 THP 200 Sport DS5 HD 160 Sport DS4 HATSU | | | 4/1598 4/1598 | P-T P-T | | - | | | A M A | 9,7 8,70 10,1 | 202 235 212 | 8,8 8,04 7,3 | 6 6 6 | S | S | S | S | S | S | | - Jul 12 - |
| Gran Max Good: Great value. Well built. Bad: Extremely basic cabin. No intermittent wiper sett Gran Max 1,5 Gran Max 1,5 high-spec | ing. Our ch 154 995 164 995 | 3 268 | n-spec. R epla 4/1495 4/1495 | Р | | liers on | ck-Up • Se Also look 134/4400 134/4400 | | uel ta iper A M | nk: 43 li | tres • Ingan St | Payloa tar. 20 | d: 1 05 000 kn | 5 kg • 1 test: S | Servi | ice Pla | an: op | | | | |
| Terios Good: Quite capable off-road and more spacious than you'd think. Bad: Not much! Offerios 1,5 Special Edition Terios 1,5 Diva Terios 1,5 Diva Deluxe Terios 1,5 4x4 Terios 1,5 4x4 auto Terios 1,5 4x4 Off-road | 239 995 244 995 259 995 274 995 264 995 279 995 294 995 | Manual, 5 5 005 5 107 5 414 5 721 5 516 | or SUV • Set 5-seat 4x4. Re 4/1495 4/1495 4/1495 4/1495 4/1495 4/1495 4/1495 | P P P P P P | | Jnknow 65 - - - | | | M M M M M M | 12,35 12,0 12,0 12,0 12,0 | 167 160 160 160 160 150 | | M M4. 2 | | | | | | S S S S S S | 168 168 168 168 179 | Oct 10 Oct 06 |
| DATSUN GO | | | | | | tchbac | k • Seats: | | ank: 4 | www | ı.datsı | | | | | | | | | ealers: | |
| Good: Affordable product with the backing by Nissan. Bad: No ABS brakes or airba Go 1,2 Mid Go 1,2 Lux | gs. Our cho 91 300 102 500 | 1 966 2 195 | 3/1198 3/1198 | | | . Also l | | | evrole M | | Lite, FA 161 | | | | | | ta Inc | | - | 123 | - Dec 14 |







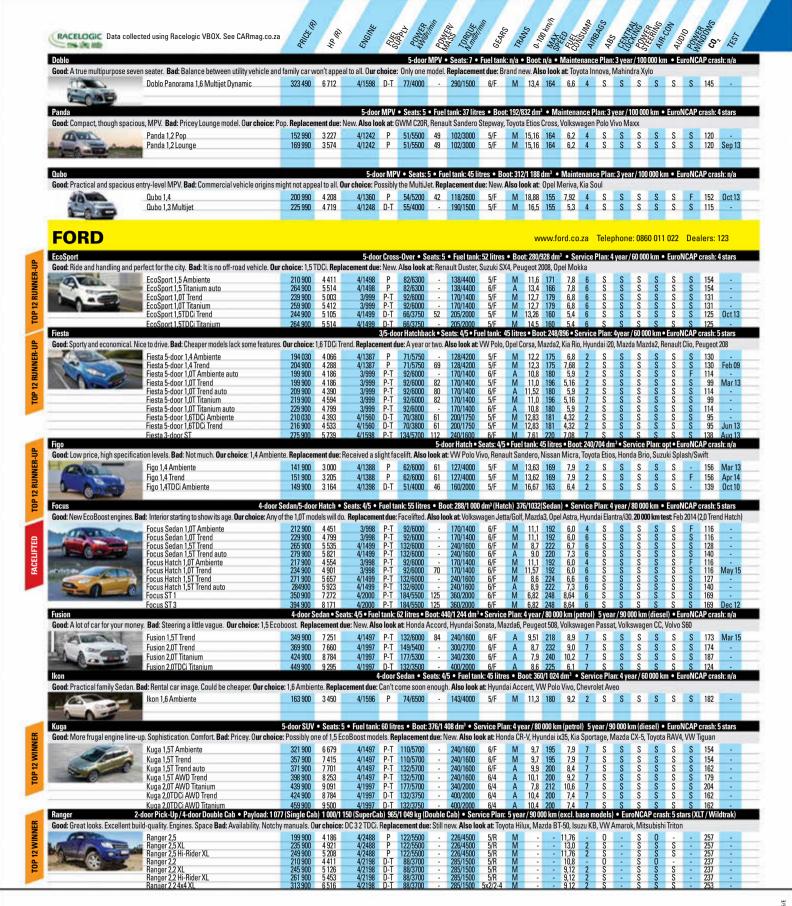
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| DODGE | | | | | | | | | | | | | e.co.z | | | | 0800 | 2479 | | | | |
|--|---|------------------------|----------------|-----------------------|--------------------|-------------------------|----------------|-------------------------|---|-----------------------|---|--|--------------------------|------------------|---------------------|---|--------------|---|---------------------------------------|-------------|-------------------|------------|
| Journey Good: Practical honest family | vehicle with loads of equipment. Bad: Thirsty. Our c | choice 24 C | XT Ranles | | | s-Over • Sea | | | | | | | | | | 1: 3 ye | ar/100 |) 000 k | m • Eu | roNC/ | AP cras | sh: n/a |
| aooa. 1 Tacucal, Honest Idillily | Journey 2,4 SXT | 377 990 | | 4/2360 | | 125/6000 | K at: U | 220/4500 | 6/F | A | o. 2 0 0 0 | | 11,5 | | (2,1) S | S | S | S | S | S | 225 | |
| | Journey 3,6 SXT | 416 990 | 8 623 | V6/3604 | Р | 206/6350 | - | 353/4400 | 6/F | A | | 208 | | 6 | S | S | S | S | S | S | 242 | |
| | Journey 3,6 R/T | 466 990 | 9 645 | V6/3604 | Р | 206/6350 | 107 | 353/4400 | 6/F | A | 8,6 | 208 | 12,5 | 6 | S | S | S | S | S | S | 242 | - |
| | | | | | | | | | | | | | | | | | | | | | | |
| FAW | | | | | | | | | | | | | | Web | site: v | www | v.fawa | auto. | co.za | De | alers: | 30 |
| V2 | | | | | | 5-do | or Hate | ch • Seats: | 5 e Fual : | tank: 37 | litras | • Roo | t n/a e | Sarvi | ce Plar | 1. 3 vo | ar / 45 | non ka | n • Fu | roNC/ | 1P cras | h n/a |
| - | ch. Bad: Untested. Our choice: Only one model. Re | placement o | lue: New. | Also look at: | Chery (| | | | | | | | | | GGT IG | i day. | (II / 45 | 000 KI | - | IUNG. | II GIGS |) . /a |
| | V2 1,3 DLX | 99 995 | 2144 | 4/1339 | | 67/6000 | - | 120/4400 | 5/F | M | | 166 | 7,8 | | S | S | S | S | S | S | 155 | - |
| | V2 1,3 #Like | 109 995 | 2 348 | 4/1339 | Р | 67/6000 | - | 120/4400 | 5/F | M | - | 166 | 7,8 | 2 | S | S | S | S | S | S | 155 | - |
| | | | | | | | | | | | | | | | | | | | | | | |
| irius S80 | | | | | | 5-da | or MP | V • Seats: | 7 • Fuelt | ank: 45 | litres | • Boot | : n/a • | Servi | ce Plar | 1: 4 ye | ar / 60 | 000 kn | n • Eu | roNC/ | AP cras | h: n/a |
| ood: Affordable seven-seate | r. Bad: Untested at this stage. Our choice: Reserve | judgement u | ıntil tested | . Replaceme | nt due: | Unknown. | Also lo | ok at: Hond | a Mobili | o, Toyot | ta Avar | ıza, Su | zuki Erti | iga, N | 1ahindr | a Xyl | 0 | | | | | |
| dup. | Sirius S80 1,3 Comfort | 164 995 | | 4/1298 | | 67/6000 | - | 120/4400 | 5/R | M | | 160 | | 2 | S | S | S | S | S | S | 177 | - |
| | Sirius S80 1,5 Sirius S80 1,5 Comfort | 173 295 189 995 | 3 642 3 983 | 4/1497 4/1497 | P P | 75/6000 75/6000 | - | 140/4400 140/4400 | 5/R 5/R | M | | 170 170 | 9,7 9,7 | | S | S | S | S | S | | 191 191 | |
| - 6 - | onius odo 1,5 dominir | 100 000 | 0 300 | 7) 1737 | | 73/0000 | | 140/4400 | 3/11 | IVI | | 170 | 3,1 | _ | ŭ | Ů | Ü | Ů | Ü | ŭ | 101 | |
| EDD A DI | | | | | | | | | | | | | | | | | | | | | | |
| FERRARI | | | | | | | | | | | W | ww.fe | errari.c | o.za | Tel | epho | ne: 0 | 11 70 | б 690(| U D | ealers | s: 2 |
| 58 | | | | | | 2-door C | oupé/ | Convertibl | e • Seats | s: 2 • F | uel tan | k: 86 li | tres • E | Boot: | n/a • S | ervic | e Plan | : 7 yea | r • Eu | roNC/ | AP cras | sh: n/a |
| ood: Blistering pace, jaw-drop | ping looks. Bad: Not much! Our choice: Speciale, with | | | | | | r the ne | | | _ | | 1 | | | | | | | | | _ | |
| A D | 458 Spider | 4 610 000 | | V8/4499 | P | 419/9000 | | 540/6000 | 7/R | A | | | | | S | S | S | S | S | S | 307 | - |
| 2000 | 458 Speciale 458 Speciale A | 4 977 500 5 445 000 | | V8/4499 V8/4499 | P P | 445/9000 445/9000 | - | 540/6000 540/6000 | 7/R 7/R | A | | 325+ 325+ | 16,0 | 6 | S S | S S | S | S | S | S | 307 307 | ÷ |
| | 430 Speciale A | 3 443 000 | 111 300 | V0/4433 | | 443/3000 | | 340/0000 | 7/11 | ^ | 3,0 | JZJT | 10,0 | U | J | J | J | ٥ | J | J | 307 | |
| 38 | | | | | | | | -door Coup | | | | | | | | | | | r • Eu | roNCA | AP cras | h: n/a |
| ood: Potential performance f | rom new turbocharged engine. Bad: Lower redline t | | | | | | | | | | J | | | | , | | | | | | | |
| No. | 488 GTB | TBA | TBA | V8/3855 | P-I | 492/8000 | - | 760/3000 | 7/R | A | 3,0 | 330+ | 13,7 | 6 | S | S | S | S | S | S | 260 | - |
| | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | · | | | | | D. | | | | | 1 |
| alifornia T | o Ferrari again. Bad: and that might not be to all tastes. | Our choice: (| Inly one me | ndal Raniscan | nont due | | | onvertible o | | | | | | | | | | | | | | |
| ood. Introduces turbocharging i | California T | 3 668 000 | | | | 412/7500 | | | | | | | | | | | - | | | | | |
| 660 | Guillottila 1 | 0 000 000 | 70 000 | 10,0000 | | 112,7000 | | 100/1100 | 7/11 | | 0,0 | 010 | 12,0 | ŭ | ŭ | ŭ | ŭ | Ŭ | Ŭ | ŭ | 200 | |
| 401 I' " | | | | U L | | | | | · . 0 | | | | | | | _ | DI | | | NO | | |
| 12berlinetta iood: An astonishing canable | and fast GT. Bad : Interior remarkably similar to 458. | Our choice: | Only one | model Renla | cemen | t due: New | | 2-door Co | | | | | | | | ervic | e Plan | : / yea | r • Eu | ronc | AP cras | sn: n/a |
| out.7 in dotomorning capable | F12berlinetta | | | V12/6262 | | | | | | _ | | _ | | | | S | S | S | S | S | 350 | |
| | 1.000 | 0 07 0 000 | 122002 | 112,0202 | | 0.10/0200 | | 000/0000 | 77.1 | | Oj. | 0.0 | .0,0 | Ĭ | ŭ | Ľ | ŭ | | Ŭ | | 000 | |
| - 0 | 4 | | | | | | | 2-door C | ouná e C | onto: 2 | 2 . 5 | ıol tan | v 01 a 5 | 2 oot: | n/o e S | orvio | o Plan | . 7 voo | r a Eu | roNC/ | \D oroc | h: n/a |
| | verful V12 engine. Bad: Challenging design. O ur cho | nice: One mo | del only R | enlacement | due: St | ill fresh Als | n look | | | | | | | | | | | . / yea | r v Eu | TUNG | ar cras | ili: II/a |
| out of oupublication that por | FF | 5 150 000 | | | | 485/8000 | - | 683/6000 | | Α | | | 18,5 | | S | S | | S | S | S | 360 | |
| (A) | 1 | | | | | | | | | | Ľ. | | | | | | | | | | | |
| @ _ @ | - | السلا | | | | | | | | | | | | | | | | | | | | |
| FIAT | | | | | | | | | | | , | www | .fiat.co | o.za | Tele | phor | ne: 010 | 0 252 | 5000 | De | alers: | 35 |
| 1/41 | | | | | | | | | | | | | | | | | | | | | | |
| ond: Lovely retro design Fun | to drive. Many features. Bad: Tight cabin. Our choi d | co. 1.4 Louis | o Parlas | 3-door | 1181Ch 1005 ann | Seats: 4 | iolot er | idad Alas | es • Boo | 160/6 IINI ⊔⊶ | tch A. | di ∧1 | lintenti Citroër | ilce P C1 / D | 18111 .3.1 7 | ear/1 | 100 000 | km • | EuroN | CAP | rash: t | stars |
| ood. Lovery rear design. Fun | to drive. Many reatures. Bad: right cabin. Our choid | | | 4/1242 | ous and P | | 101et ac | 102/3000 | | | | | | 7 | S | S | S | S | S | S | 119 | |
| | 500 1,2 Pop auto | 175 400 184 440 | 3870 | 4/1242 | P | 51/5500 51/5500 | - | 102/3000 | 5/F 5/F 5/F 5/F 6/F 5/F 5/F 5/F 5/F | A | 12,9 13,0 12,9 13,0 10,5 10,6 10,5 10,6 12,9 13,0 11,55 10,6 10,5 | 160 160 160 160 182 182 182 182 | 6,1 6,0 6,1 6,0 | 7 | Š | 888888888888888888888888888888888888888 | Š | Š | S S S S S S S S S S S S S S S S S S S | Š | 115 | Ė |
| S. A. | 500 1,2 Lounge 500 1,2 Lounge auto | 190 900 199 940 | 4 002 4 186 | 4/1242 4/1242 | P P | 51/5500 51/5500 | - | 102/3000 102/3000 | 5/F | M A | 12,9 | 160 | 6.0 | 7 | S | S | S | S | S | S | 119 115 | ÷ |
| | 500 1,4 Lounge | 218 400 227 440 | 4 564 4 749 | 4/1368 4/1368 | P P | 74/6000 74/6000 | - | 131/4250 131/4250 | 6/F | A M A M A | 10,5 | 182 | 7,3 7,0 7,3 7,0 | 7 | S | S | S | 888888888888888888888888888888888888888 | S | S | 140 135 | - |
| | 500 1,4 Lounge auto 500S 1,4 | 224 400 | 4 686 | 4/1368 | P | 74/6000 | ÷ | 131/4250 | 6/F | M | 10,5 | 182 | 7,0 | 7 | Š | S | Š | Š | Š | S | 140 | ÷ |
| | 500S 1,4 auto 500C 1,2 Pop | 233 440 216 400 | 4 871 4 523 | 4/1368 4/1242 | P P | 74/6000 51/5500 | - | 131/4250 102/3000 | 5/F 5/F | A M | 10,6 12 9 | 182 160 | 7,0 6,1 | 7 | S | S | S | S | S | S | 135 119 | - |
| | 500C 1,2 Pop auto | 225 440 | 4708 | 4/1242 | P | 51/5500 | - | 102/3000 | 5/F | A M | 13,0 | 160 | 6.0 | 7 | Š | S | Š | Š | SS | Š | 115 | |
| | 500C 1,4 Lounge 500C 1,4 Lounge auto | 255 400 264 440 | 5 320 5 505 | 4/1368 4/1368 | P | 74/6000 74/6000 | 69 | 131/4250 131/4250 | 5/F | A | 10,6 | 182 182 | 7,6 7,0 | 7 | S | S | S | S | SSS | SSS | 140 135 140 | Sep 1 |
| | 500S Cabriolet 1,4 | 264 900 | 5 514 | 4/1368 | P | 74/6000 | - | 131/4250 | 6/F | | | | 7,0 7,3 | 7 | S | | S | | | | | - |
| 0L | 500S Cabriolet 1,4 auto | 273 940 | 5 699 | 4/1368 5-door Hatc | P h • Se | 74/6000 ats: 5 • Fue | - el tank | 131/4250 50 litres • | 5/F Boot: 298 | A 5/352/1 | 10,6 144dm | | 7,0 intenar | | S lan: 3 y | S ear/1 | S 100 000 | S km • | S EuroN | | 135 rash: E | stars |
| | t all-round visibility. Bad: Lack of performance of pe | etrol engine. | Our choic | | | | | | | | | | | | | | | | | . / . ! | - Mark | |
| | 500L 1.4 Pop Star | 251 900 | 5 248 | 4/1368 | Р | 70/6000 | - | | 6/F | | | | | 6 | | | | | | F | 145 | L |
| | 500L 1,4 Easy | 251 900 | 5 248 | 4/1368 | P | 70/6000 | - | 127/4500 127/4500 | 6/F | M | 12.8 12,8 | 178 | 7.4 7,4 | 6 | SS | \$ \$ \$ \$ | S | S S S | \$ \$ \$ \$ | S | 145 | · |
| | 500L 1,4 Lounge 500L 1,6 Multijet Lounge | 266 900 310 400 | | 4/1368 4/1598 | D-T | 70/6000 77/3750 | 52 | 127/4500 320/1750 | 6/F 6/F | M | 12,8 14,46 | 178 181 | 7,4 5,4 | 6 | S S | S | S | S | S | S S S | 145 117 | - Jan 1 |
| | 500L 1,4 T-Jet Trekking | 314 900 | | 4/1368 | | | - | 215/4500 | 6/F | | 11.0 | | 8,4 | | Š | S | S | S | S | S | 163 | |
| | | | | | | | | | | | | | | | | | | | | | | |
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| 7 | A. | \$ | Na Page | 25 | 5 5th | 07 | 5 This | 3 | TA | 0.10 | SYA | 20 | AIR | A88, | 500 | AIR | 400 | 23 8 | N. F. |
|--|---|---|--|---|---|--|--|--|---|--|-------------------------------------|---|--------------------------------------|---------------------------------------|---|---|--|---|-----------------------|
| Ranger 2.2 Hi-Rider XLS Ranger 2.2 4x4 XL-Plus Ranger 2.2 4x4 XLS Ranger 3.2 Hi-Rider XLS Ranger 3.2 4x4 XLS Ranger 3.2 4x4 XLS Ranger 3.2 5 SuperCab Hi-Rider XL Ranger 2.5 SuperCab Hi-Rider XL Ranger 2.5 SuperCab Hi-Rider XLS Ranger 3.2 SuperCab 4x4 XLS | 314 900 343 900 369 900 358 900 412 900 268 900 309 900 386 900 435 900 449 900 303 900 | 6 536 7 129 7 660 7 435 8 539 5 596 6 434 8 008 9 009 9 295 6 311 | 4/2198 4/2198 4/2198 5/3198 5/3198 4/2488 4/2198 5/3198 5/3198 4/2488 | D-T D-T D-T P D-T D-T D-T D-T P | 110/3700 147/3000 147/3000 122/5500 110/3700 147/3000 147/3000 147/3000 122/5500 | | 226/4500 375/1500 470/1500 470/1500 470/1500 226/4500 | 6/R 6/4 6x2/2-4 6/R 6x2/2-4 5/R 6/R 6/R 6x2/2-4 5/R 6x2/2-4 | M M M M M M M M M | | - 1 | 11,6 13.1 | 2 2 2 2 2 2 2 2 | S S S S S S S S S S S S S S S S S S S | 555555555555555555555555555555555555555 | 555555555555555555555555555555555555555 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | S 199 S 215 S 215 S 245 S 258 - 259 - 202 S 245 S 255 S 255 S 255 S 259 S 202 | |
| Ranger 2.2 Double Cab Hi-Rider XL Ranger 2.2 Double Cab Hi-Rider XLS Ranger 2.2 Double Cab 444 XL-Plus Ranger 2.2 Double Cab 444 XL-Plus Ranger 3.2 Double Cab 444 XL-S Ranger 3.2 Double Cab Hi-Rider XLT Ranger 3.2 Double Cab Hi-Rider XLT auto Ranger 3.2 Double Cab 444 XLT Ranger 3.2 Double Cab Hi-Rider Wildtrak | 525 900 484 900 494 900 551 900 | | | D-T D-T D-T D-T D-T D-T D-T D-T D-T | 110/3700 110/3700 110/3700 110/3700 147/3000 147/3000 147/3000 147/3000 147/3000 147/3000 147/3000 147/3000 nk: 60 litre; | 55 - - - - 65 - - - 8 • Boo | 375/1500 470/1500 470/1500 470/1500 470/1500 470/1500 470/1500 470/1500 | 6/R 6/R 6x2/2-4 6/4 6/R 6/R 6x2/2-4 6/R 6/R 6/R 6x2/2-4 Service | M M M A M A M A | | 179 1 | 0,08 9,8 10,0 11,2 10,9 11,8 1,52 11,2 10,9 | 6 6 7 7 7 7 7 7 | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S | S S S S S S S S S | S S S S S S S S S S S | \$ 202 \$ 218 \$ 218 \$ 245 \$ 239 \$ 258 \$ 235 \$ 245 \$ 239 \$ 255 | May 13 |
| Good: Space and level of practicality. Bad: 1,0T a little light if you going to load the v Tourneo Connect 1,0T Ambiente Tourneo Connect 1,0T Trend Grand Tourneo Connect 1,6T Titanium auto Grand Tourneo Connect 1,6T Oct Titanium Tourneo Custom | 269 900 279 900 359 900 367 900 | 5 616 5 821 7 456 7 619 | 3/998 3/998 4/1596 4/1560 | P-T P-T P-T D-T | 74/6000 74/6000 110/5700 85/3600 | - - 5-do | 170/1400 170/1400 240/1600 285/1750 or MPV • S | 6/F 6/F 6/F 6/F eats: 8 • | M M A M Fuel ta | nk: 80 l | 165 165 176 165 itres • | 9,6 5,9 Boot: n | 4 4 4 /a dm | | | | | F 129 F 129 F 184 F 130 CAP crash | |
| iood: Comfortable 8-seater and offers a supple ride. Bad: Model range currently lin Tourneo Custom 2,2TDCi SWB Ambiente Tourneo Custom 2,2TDCi SWB Trend Tourneo Custom 2,2TDCi SWB Trend Tourneo Custom 2,2TDCi LWB Trend Tourneo Custom 2,2TDCi SWB Limited Tourneo Custom 2,2TDCi SWB Limited | 429 900 434 900 449 900 454 900 494 900 | 8 887 8 989 9 295 9 398 | 4/2198 4/2198 4/2198 4/2198 4/2198 4/2198 | D-T D-T D-T D-T D-T D-T | 74/3500 74/3500 92/3500 92/3500 92/3500 92/3500 | ew. Als - 40 - - | 310/1300 310/1300 350/1450 350/1450 350/1450 | yundai H- 6/F 6/F 6/F 6/F 6/F | M | 16,41 | 157 157 157 157 157 | 7,8 7,8 7,8 7,8 7,8 7.8 | 6 6 6 6 | S S S S S S S S S | S S S S | S S S S | S S S S | F 172 F 172 F 172 F 172 F 172 | Aug 13 - - - |
| hunda 2-door Pick-Up/4-door Double Cab | • Seats: 2 (F | Pick-Un) (| 4/5 (Double C | ah) • F | uel tank: n/ | a • Boo | nt: n/a • Sen | vice Plan | : 3 veai | | | | | | | | | | |
| Good/Bad: Still untested. Our choice: We'll try it first. Replacement due: Unknown. J Thunda 2,2 V Thunda 2,2 CV Thunda 2,8 TD CV Thunda 2,2 Double Cab CV Thunda 2,2 Double Cab XV Single / Double Cab Pick-Up • Seats: | 139 950 149 950 179 950 184 950 205 950 | 2 960 3 165 3 778 3 880 4 309 | 4/2237 4/2237 4/2771 4/2237 4/2771 | P P D-T P D-T | 76/4300 76/4300 68/3600 76/4300 68/3600 | | 193/2300 193/2300 202/2300 193/2300 202/2300 n: 2 year / 40 | 5/R 5/R 5/R 5/R 5/R 5/R 0 000 km (| M | 17,5 18,3 17,5 18,3 | 145 138 145 138 | | | S - S S S S S | S S S S | S S S S | S S S S | S - S - S - S - | |
| iood: A huge overall improvement for Foton. Bad: Ride quality. Pricey. Our choice: 2 Tunland 2,8 On-Road Comfort Tunland 2,8 Off-Road Luxury Tunland 2,8 Down Cab Off-Road Luxury Tunland 2,8 Double Cab Off-Road Luxury Tunland 2,8 Double Cab Off-Road Luxury Tunland 2,8 Double Cab 4x4 Comfort Tunland 2,8 Double Cab 4x4 Luxury | 2,8 Off-Road 199 950 239 950 249 950 294 950 314 950 369 950 389 950 | 4x2 Com 4187 5004 5209 6128 6537 7661 8070 | 4/2780 4/2780 4/2780 4/2780 4/2780 4/2780 | D-T D-T D-T D-T D-T D-T | 96/3600 96/3600 96/3600 96/3600 120/3600 120/3600 120/3600 | So loo | 280/1400 280/1400 280/1400 360/1800 360/1800 360/1800 | 5/R 5/R 5/R 5/R 5/R 5/R 5/R 5x2/2-4 5x2/2-4 | M M M M M | n/a n/a n/a 13,5 13,5 12,78 | 160 160 | | | S S S S S S S S S S S S S | \$ \$ \$ \$ \$ \$ | \$ \$ \$ \$ \$ \$ | \$ \$ \$ \$ \$ \$ \$ | \$ 212 \$ 212 \$ 212 \$ 219 \$ 219 \$ 219 \$ 219 | : |
| GEELY | | | | | | | | | | www | .geely | sa.co. | za · | Telepho | ne: 01 | 1 312 | 4475 | Dealer | s: 40 |
| cood: Specification. Bad: Driving position. Gearshift. Small boot. Our choice: 1,3 GL. Rep LC 1,0 GC2 GS LC 1,3 GL LC Cross 1,3 GL LC Cross 1,5 GX2 GL | 92 990 99 990 109 990 112 990 | | 5-door Hatel wn. Also look 3/997 4/1342 4/1342 4/1498 | P P P P P | 50/6000 63/6000 63/6000 75/5800 | ev Spar - 62 60 - | | n Go, FAV 5/F 5/F 5/F 5/F | M M M M M | zuki Alt - 14,99 14,0 - | to, Tata I - 145 155 | 7,4 8,28 8,3 8,8 | LC Cro - 2 2 2 | S S S S S S S S S S S S | ero Step S S S S | S S S S | S S S S | ss, Vivo M S 140 S 164 S 164 S 169 | - - - |
| ood: We've not tested one. Bad : Can't say. Our choice : We reserve our judgement. MK Hatch 1,5 GL MK Sedan 1,5 GL | 99 990 104 990 | 2 144 | Inknown. Als 4/1498 4/1498 | o look P P | 69/6000 69/6000 | - | 128/3400 128/3400 Seats: 5 • | 5/F 5/F | M M | es • R | 165 165 | | | S S S S | S S | S S | S S | S 178 S 178 | |
| iood: One of the most spacious cars at this price level. Bad: Overall quality not yet a Emgrand 7 1,8 GL Luxury Emgrand 7 1,8 GT Executive | at the level o 164 990 174 990 | 3 472 | itors. O ur cho 4/1792 4/1792 | Р | | | | | vn. Als M | | at: Kia R 185 | io, Hon 9,1 | da Bal 2 | | | | | | |
| GWM | | | | | | | | | | W۱ | ww.gw | /m.co. | za | Telepho | ne: 01 | 1 805 | 6621 | Dealer | s: 77 |
| C20R Good: More practical offering than C10. Bad: Lacklustre performance. Our choice: On C20R 1,5 | <mark>ly one mode</mark> 164 900 | | | rand ne P | w. A lso loo 77/6000 | 6 7 | 138/4200 | nault San 5/F | ndero S M | tepway 13,33 | , Volksv 162 | vagen F 9,24 | Polo Vir 2 | vo Maxx, S S | Toyota S | Etios Cr S | oss. 20 S | 000 km tes S 179 | oct 14 |
| Good: Standard service plan. Bad : Untested. Our choice : Only one model. Replacen C30 1,5 Comfort | nent due: Bi 159 900 | rand new. 3 368 | Also look at: 4/1497 | Geely | | Honda I | 4/5 • Fuel t Ballade, Hyu 138/4200 | undai Acc | ent Se | dan, Ki | a Rio Se | edan, N | issan . | Almera, \ | /olkswa | gen Po | lo Sed | | |





Civic Sedan 1,8 Executive Civic Sedan 1,8 Executive auto Civic Hatch 1,8 Elegance

Civic Hatch 1,8 Elegance auto Civic Hatch 1,8 Executive

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6 583

6 052

4/1798

4/1798



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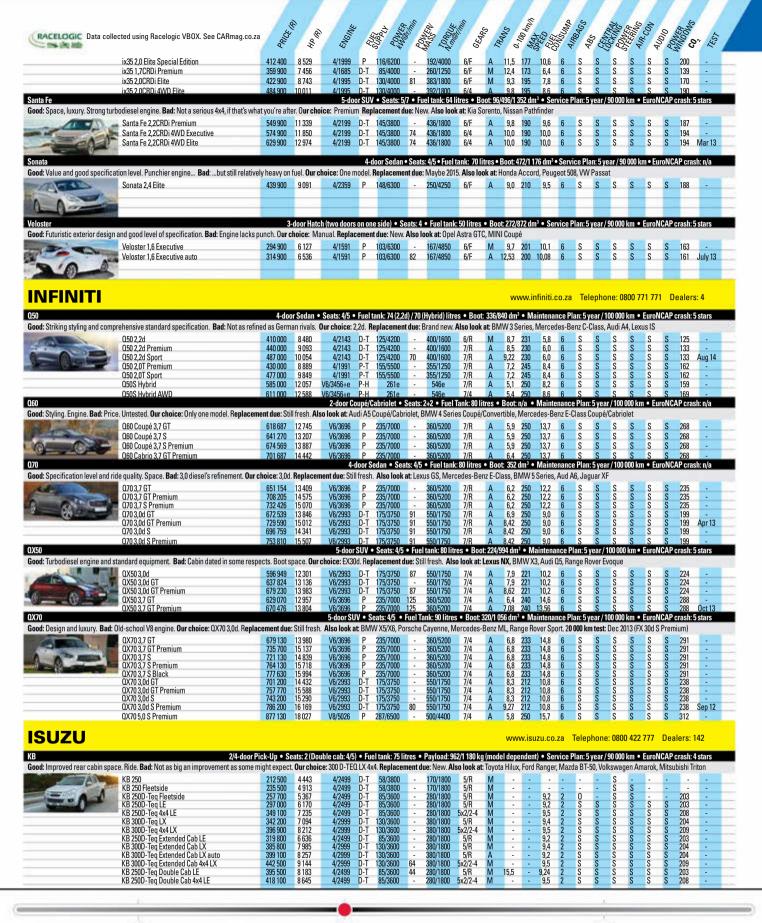
155 150

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| | Civic Hatch 1,8 Executive auto Civic Hatch 1,6i-DTEC Executive Civic Tourer 1,8 Executive Civic Tourer 1,8 Executive auto | 332 000 349 400 378 000 392 700 | 6 886 7 241 7 826 8 126 | 4/1798 4/1597 4/1798 4/1798 | P D-T P | 104/6500 88/4000 104/6500 104/6500 | - - - 75 | 174/4300 300/2000 174/4300 174/4300 | 5/F 6/F 6/F 5/F | A M M | 11,3 10,6 9,5 12,23 | 207 202 210 205 | 7,8 4,9 7,9 8.0 | 6 6 | S S S | SSSS | S S S | | S S S | S 1 | 55 - 09 57 - 60 Nov 1 |
|---|--|---|--|--|------------------|--|-------------------|--|--|-----------------------|--|--|--|-----------------------|----------------------------|----------------------------|----------------------------|-------------|-------------|--------------------------|---|
| CR-V | | | | 5- | door S | UV • Seat | s: 4/5 < | Fuel tank: | 58 litres | • Boot | : 408/1 | 392 dm | ³ • Se | | | year, | /90 000 1 | cm • E | uroN(| | |
| 5 | tical and a good all-rounder. Bad : Not much! Our choid CR-V 2.0 Comfort CR-V 2.0 Elegance CR-V 2.0 Elegance auto CR-V 2.4 Executive AVVD CR-V 2.4 Excutive AVVD | 347 400 362 400 394 400 409 400 508 400 | 7 200 7 507 8 161 8 468 10 491 11 227 | 4/1997 4/1997 4/1997 4/1997 4/2354 4/2354 | P P P P | 114/6500 114/6500 114/6500 114/6500 140/7000 | | 192/4300 192/4300 192/4300 192/4300 220/4300 220/4300 | 6/F 5/F 6/F 5/F 5/4 5/4 | M A M A A | 10.0 12,4 10.0 12,4 11,1 11,1 | 190 185 190 185 190 190 | 9,2 9,1 9,2 9,1 10,3 10,3 | 6 6 6 6 6 | \$ \$ \$ \$ \$ | \$ \$ \$ \$ \$ | \$ \$ \$ \$ \$ | S S S | S S | S 1 S 1 S 2 S 2 | 82 Feb 1 81 - 82 - 81 - 203 - |
| GR-Z Good: Striking looks, f | fun to drive. Eco-friendliness. Bad : Price is quite steep. | | | Manual. Rep l | aceme | e nt due: Un | known | | at: Lexus | CT, VV | / Polo 1 | DI. 2 0 (| 000 km | test: l | March 2 | 2013 | | | Π, | | |
| | CR-Z hybrid CR-Z hybrid auto | 376 600 391 000 | | 4/1497+e 4/1497+e | | | 78 78 | 190e 190e | 6/F V/F | | 10,17 9,9 | | 6,0 5,9 | 6 | S S | S | S S | | S S | S 1 | 124 Oct 1 117 - |
| Jazz Good: Solid and spaci | 5-o ious car. Bad: Expensive. Our choice: 1,5 Elegance. Re | door Hatch • Seat enlacement due: B | | | | | | | | | | | | n (Co | mfort, E | legar | ıce, Dyn | amic) | • Eur | oNCAP | crash: n/a |
| | Jazz 1,2 Trend Jazz 1,2 Comfort | 179 900 204 900 | 3 777 4 288 | 4/1199 4/1199 | | 66/6000 66/6000 | - | 110/4800 | 5/F 5/F | M M | 13,5 13,6 | | 6,7 6,7 | 6 | S S | S | S | S | S | | 35 - 35 - |
| 1 | Jazz 1,2 Comfort auto Jazz 1,5 Elegance | 221 900 234 900 | 4 635 4 901 | 4/1199 4/1497 | P | 66/6000 88/6600 | ÷ | 110/4800 145/4600 | V/F 5/F | A M | 14,3 9,9 | 174 180 | 6,7 7,2 | 6 | S | S | S | S | S | S 1 | 36 - 43 - |
| 100 | Jazz 1,5 Elegance auto Jazz 1,5 Dynamic | 249 900 249 900 | 5 208 5 208 | 4/1497 4/1497 | P P | 88/6600 88/6600 | - | 145/4600 145/4600 | V/F 5/F | Α | 10,6 10,21 | 180 | 7,0 7,2 | 6 | S | S | S | | SS | S 1 | 40 - 43 Apr 1 |
| Mobilio | Jazz 1,5 Dynamic auto | 264 900 | 5514 | 4/1497 | Р | 88/6600 | | 145/4600 : 42 litres • | V/F | Α | 10,7 | 180 | 7.0 | 6 | S | S | S | S | S | S 1 | 40 - |
| | w seven-seaters in the market. Bad: Untested. Our cl | | | Replacement | due: B | rand new. | | ook at: Toyot | a Avanza | , Suzu | ki Ertig | a, FAW | Sirius, | Mahi | ndra Xy | lo | | | Ι,, | | |
| AL TO | Mobilio 1,5 Trend Mobilio 1,5 Comfort | 184 400 203 900 | 3 869 4 267 | 4/1497 4/1497 | P | 88/6600 88/6600 | 77 | 145/4600 145/4600 | 5/F 5/F | M | 10,8 10,2 | 140 | 7,3 7,3 | 2 | S | S | S | S | S | S 1 | 147 - 147 Feb 1 |
| 1 %- | Mobilio 1,5 Comfort auto | 219 990 | 4 596 | 4/1497 | Р | 88/6600 | Ė | 145/4600 | V/F | A | 11,3 | 140 | 7,2 | 2 | S | S | S | S | S | S 1 | 44 - |
| HYUNI | DAI | | | | | | | | | | www. | hyund | dai.co | .za | Telep | hone | e: 0861 | 427 2 | 22 | Deale | rs: 107 |
| Accent Good: Great value, So | pacious. Good looks and build quality. Bad : Brakes and | steering feel Our | | edan/5-door | | | _ | | | | | | | | | 1: 5 ye | ear/90 0 | 00 km | • Eur | oNCAP | crash: n/a |
| | Accent Sedan 1,6 Motion | 205 900 | 4 308 | 4/1591 | Р | 91/6300 | | 156/4200 | 6/F | М | 10,2 | 190 | 7,3 | 2 | S | S | S | | S | | 145 - |
| L1:3 | Accent Sedan 1,6 Fluid Accent Sedan 1,6 Fluid auto | 222 900 232 900 | 4 656 4 860 | 4/1591 4/1591 | P P | 91/6300 91/6300 | - | 156/4200 156/4200 | 6/F 4/F | A | 10,4 11,4 | 184 | 7,32 7,7 | 2 | S | S | S | S | S | S 1 | 45 Jul 14 51 - |
| Claute | Accent Hatch 1,6 Fluid Accent Hatch 1,6 Fluid auto | 234 900 244 900 | 4 901 5 105 | 4/1591 4/1591 | | 91/6300 91/6300 | | 156/4200 156/4200 | 6/F 4/F | A | 10,2 11,4 | 184 | 7,7 8,2 | 6 | S S | \$ | \$ \$ | S | S S | S 1 | 52 - 61 - |
| lantra Good: Great looks. Sp | acious and comfortable. Value. Bad : Poor braking perf | formance. O ur cho | ice: 1,6 Pr | | | | | /5 • Fuel ta Also look a | | | | | | | | | | | | ONGAF | crasn: n/a |
| | Elantra 1,6 Premium Elantra 1,6 Premium auto | 261 900 276 900 | 5 453 5 759 | 4/1591 4/1591 | P P | 96/6300 96/6300 | ÷ | 157/4850 157/4850 | 6/F 6/F | M A | 10,1 11,6 | | 7,7 8,3 | 2 | S S | S | S | | S S | | 152 - 163 - |
| | | | | | | | | | | Н | | | | | | | | | - | | |
| Grand i10 Good: Improvement o | n an already capable little car. Bad: Getting pricey. Ou | r choice: 1 25 Fluid | Renlace | | | | | Fuel tank: 4 | | | | | Servi | ce/Ma | aintena | nce F | Plan: No | ne • E | uroN(| CAP cra | ash: 4 stars |
| | Grand i10 1,25 Motion | 147 900 | 3 123 | 4/1248 | Р | 64/6000 | - | 120/4000 | 5/F | M | 12,7 | 167 | 7,1 | 2 | S S | S | S S | S S | S | | 30 - |
| L 0 . | Grand i10 1,25 Fluid Grand i10 1,25 Fluid auto | 158 900 168 900 | 3 348 3 552 | 4/1248 4/1248 | P P | 64/6000 64/6000 | - 66 | 120/4000 120/4000 | 5/F 4/F | A | 11,73 14,2 | | 7,1 8,3 | 2 | S | S | S | S | S S | | 30 Aug 1 47 - |
| l-1 | MDV F | demonstrated Dec | | MPV • Seats | | | | | | | | | | | | | | | | CAP cra | ısh: 3 stars |
| ood: Opmarket Inter | ior on MPV. Equipment. Quality. Bad: Petrol model is ur H-1 2,4 Wagon GLS | 426 900 | 8 825 | 4/2359 | Р | 126/6000 | ,5 UKD - | 227/4200 | 5/R | M | 17,9 | 182 | 12,2 | ceae 2 | s-Benz S | VILO, S | S | S | S | | 240 - |
| -0- | H-1 2,5CRDi Wagon GLS | 504 900 | 10 419 | 4/2497 | D-T | 120/3800 | · | 392/2000 | 5/R | Α | 14,5 | 180 | 11,8 | 2 | S | S | S | S | S | S 2 | 260 - |
| 10 Good: Good quality. N | lice to drive. Upmarket interior. Bad: Base model lacks | ABS. Small boot. (| Our choice | | | | | Fuel tank vn. Also loc | | | | | | | | nanc | e Plan: o | pt • E | uroN(| CAP cra | ash: 4 stars |
| (A) | i10 1,1 Motion i10 1,1 Motion auto | 127 900 139 900 | 2714 2959 | 4/1086 4/1086 | P P | 50/5500 50/5500 | - | 99/4500 99/4500 | 5/F | M | 15,2 17,1 | | 5,8 6,8 | 1 | - | S | S S | S | S | S 1 | 14 - 135 - |
| 1 | i10 1,7 Woddon auto i10 1,25 Fluid i10 1,25 Fluid auto | 138 500 151 900 | 2 931 3 205 | 4/1248 4/1248 | P P | 64/6000 64/6000 | | 119/4000 119/4000 | 4/F 5/F 4/F | M | 11,7 | 169 | 5,64 5,76 | 2 | S | S | S | | S | S 1 | 13 Dec 1 132 Sep 1 |
| 20 | i10 1,25 Glide | 146 900 | 3 102 | 4/1248 ats: 4/5 • Fue | Р | 64/6000 | 67 | 119/4000 | 5/F | M | 12,3 | 169 | 5,6 | 2 | S S 13 vea | Š r/60 | S | S | S | S 1 | 13 - |
| | ext month. Bad: Unknown. Our choice: Unknown. Re | placement due: N | ew. Also I | ook at: Ford F | iesta, K | (ia Rio, Ma | zda Ma | zda2, Peug | eot 208, F | lenault | Clio, To | oyota Y | aris, Vo | lkswa | agen Po | lo | | | | | |
| | i20 1,2 Motion i20 1,4 Fluid | 184 900 204 900 | 4 288 | 4/1197 4/1368 | Р | 61/6000 74/6000 | 67 | 115/4000 133/3500 | 5/F 6/F | M | 13,6 12,94 | 182 | 7,1 7,8 | 2 | S S S | S S | S S S | S S | S S | S 1 | 40 - 47 Apr 1 |
| - BE (). | i20 1,4 Fluid auto | 214 900 | 4 492 | 4/1368 | Р | 74/6000 | 4/E A | 133/3500 | 4/F | | 13,2 | | 9,0 | 2 | | | | | | - 11 | 60 - |
| 30 Good: Looks. Good sta | andard specification. Bad: Grabby clutch. Lacks polish | of Golf. Our choic | e: 1,6 look | | | | | Fuel tank: 5 till fresh. Al | | | | | | | | | | | | | isii: 5 stars |
| 8 | i30 1,6 Premium i30 1,6 Premium auto | 277 900 297 900 | 5 780 6 189 | 4/1591 4/1591 | | 95/6300 95/6300 | | 157/4850 157/4850 | 6/F 6/F | M A | | | 7,68 8,16 | 6 | S S | S S | S | | | | 52 - 73 - |
| x35 | i30 1,8 Executive | | 6 230 | 4/1797 | Р | 110/6500 | 84 | | 6/F | M | 10,0 | 190 | 7,8 | 6 | S | S | S | S | S | S 1 | 57 Sep 1 |
| | us, well-built and packed with features. Bad : Noisy sus | | | eating adjustr | nent. O | ur choice: | 2,0-litr | e petrol is be | est value. | Repla | cemen | t due: F | ossibly | / 2015 | . Also lo | ook a | t: Kia Sp | ortage | , Niss | an Qas | hqai |
| 1 | ix35 2,0 Premium ix35 2,0 Premium auto | 334 900 349 900 | | 4/1999 4/1999 | P P | 116/6200 116/6200 | ÷ | 192/4000 192/4000 | 6/F 6/F | M A | | | 10,2 10,7 | 2 | S S | S | S S | | S S | | 201 - 207 - |
| 2 | ix35 2,0 Executive | 370 900 | 7 681 7 987 | 4/1999 | Р | 116/6200 116/6200 | - | 192/4000 192/4000 | 6/F | M | 10,7 | 185 | 10,2 | 6 | S | S | S | | S | S 2 | 204 - |











| | | PAICE | 14 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 | EWGIN | 37.5 | 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 | hon | 158 A. O. | GEAP. | TRAN | 0.10 | 教 | B 350 | AIR | 488 | 300 | | 4(h). | 2000 | 00 | 7537 |
|--------------------------------------|---|------------------------|--|--------------------------|------------|---------------------------------------|---------------|---|----------------------------|--------------|--------------------|------------|-----------------|--------------|-------------|----------------------|---------------|-------------|-------------|---------------|-------------------|
| | KB 300D-Teq Double Cab LX | 439 100 | 9 075 | 4/2999 | | 130/3600 | 65 | 380/1800 | 5/R | М | 11,9 | - | 9,36 | 6 | S | S S S S | | S | SS | 204 | |
| | KB 300D-Teq Double Cab LX auto KB 300D-Teq Double Cab LX Midnite Edition | 453 400 457 173 | 9 367 9 444 | 4/2999 4/2999 | D-T | 130/3600 130/3600 | Ė | 380/1800 380/1800 | 5/R 5/R | A M | | Ė | 9,2 9,4 | | S | S S | S | S | S | 204 204 | |
| | KB 300D-Teq Double Cab LX Midnite Edition auto KB 300D-Teq Double Cab 4x4 LX | 471 373 498 100 | 9 734 10 280 | 4/2999 4/2999 | D-T D-T | 130/3600 130/3600 | 63 | 380/1800 380/1800 | 5/R 5x2/2-4 | A M | - 12,24 | ÷ | 9,2 9,48 | 6 | S S | S S S S | | S | S | 204 209 | - May 13 |
| | KB 300D-Teq Double Cab 4x4 LX Midnite Edition | 516 073 | 10 648 | 4/2999 | D-T | 130/3600 | - | 380/1800 | 5x2/2-4 | М | - | - | 9,5 | 6 | S | S S | S | S | S | 209 | 1000 |
| JAGUAR | | | | | | | | | | | ww | w.jag | juar.co | .za | Telep | hone: | 0860 3 | 08 400 | De | alers: | 11 |
| -Type | ar in a very long time. Bad: Even for a sportscar, on the e | | | ible • Seats | | | | | | | | | | | | | | | | | |
| nou. ouguar o mot true oporto | F-Type Coupé | | 18 274 | V6/2995 | | 250/6500 | - | 450/3500 | 8/R | A | | | 12,0 | 4 | S | S S | | S | S | 234 | |
| | F-Type Convertible F-Type S Coupé | 904 696 1 028 696 | | V6/2995 V6/2995 | | 250/6500 280/6500 | ÷ | 450/3500 460/3500 | 8/R 8/R | A A | | 260 275 | 12,0 12,0 | 4 | | S S | | S | S | 234 234 | |
| | F-Type S Convertible | 1 034 796 | 21 250 | V6/2995 | P-S | 280/6500 | | 460/3500 | 8/R | Α | 4,9 | 275 | 12,0 | 4 | S | S S | S | S | S | 234 | |
| | F-Type V8 S Convertible F-Type R Coupé | 1 483 111 1 612 411 | | V8/5000 V8/5000 | | 364/6500 405/6500 | | 625/2500 680/3500 | 8/R 8/R | A A | 4,40 4,12 | | 14,3 14,3 | 4 | | S S S S | S | S S | S S | | Oct 13 Sep 14 |
| ood: Great to drive. Solid bui | ild. XFR is scintillating. Bad: Tight rear space. Our ch o | nice:22D R | lenlaceme | 4-door Sed | | | | | | _ | | | | | | | | | | | |
| ood. Great to drive. Solid Bu | XF 2,2D Luxury | 598 799 | 12 339 | 4/2179 | D-T | 147/3500 | _ | 450/2000 | 8/R | Α | 8,5 | 225 | 6,1 | 6 | S | S S | S | S | S | 158 | - 1 |
| | XF 2,2D Premium Luxury XF 2,0 i4 Luxury | | 13 794 12 732 | 4/2179 4/1999 | | 147/3500 177/5500 | - 98 | 450/2000 340/2000 | 8/R 8/R | A | 8,5 7,9 | 225 241 | 6,1 10,7 | 6 | S | S S S S | | S | S | 158 207 | |
| | XF 2,0 i4 Premium Luxury XF 3,0 Supercharged R-Sport | 688 126 782 970 | | 4/1999 V6/2995 | | 177/5500 250/6500 | 98 | 340/2000 450/3500 | 8/R 8/R | A | 7,9 5,9 | 241 250 | 10,7 11,3 | 6 | S | S S S S | | S | S | 207 224 | |
| | XF 3,0 Supercharged Premium Luxury | 857 170 | 17 619 | V6/2995 V6/2993 | P-S | 250/6500 | - | 450/3500 | 8/R | Α | 5,9 | 250 250 | 11,3 | 6 | S | S S | S | S | S | 224 | |
| | XF3,0D S Premium Luxury XFR | 864 227 1 270 990 | 26 077 | V8/5000 | P-S | 202/4000 375/6000 | Ė | 600/2000 625/2500 | 8/R 8/R | A | | 250 | 7,2 13,9 | 6 | S | S S | | S | S | 169 270 | |
| | XFR-S | 1 400 990 | 28 734 | V8/5000 4- | | 405/6000 edan • Se | - ats: 4/5 | 680/2500 • Fuel tan | 8/R k: 82 litres | A Boo | 1,0 | 000 | 13,9 Mainte | 6 nance | 0 | S S vear/1 | S 00 000 l | S (m • E | S IroNC | 270 AP cra | sh: n/a |
| od: Head-turning looks. Ride/h | andling and performance. Bad: Some "kitch" detailing insid | | | Replacement (| due: Soo | n. Also lool | | serati Ghibli | / Quattropo | | sche Pa | namera | a, Merce | | | | | Series, A | Audi A8 | / S8 | |
| - | XJ i4 Luxury XJ 3,0 Supercharged Premium Luxury | 913 350 1 246 370 | | 4/1999 V6/2995 | | 177/5500 250/6500 | 132 | 340/2000 450/3500 | 8/R 8/R | A | 7,5 6,57 | | 11,2 11,52 | 6 | S | S S | S | S | S | 216 224 | - Oct 13 |
| | XJ 3,0D Premium Luxury XJ L 3.0D Portfolio | 1 259 133 1 517 033 | | V6/2993 V6/2993 | D-T D-T | 202/4000 202/4000 | - | 600/2000 600/2000 | 8/R 8/R | A | 6,4 6,4 | 250 250 | 7,8 7,8 | 6 | SS | S S S S | | S | S | 171 171 | |
| | XJ L 3,0 Supercharged Portfolio XJR | 1 536 170 2 041 290 | 31 497 | V6/2995 V8/5000 | P-S | 250/6500 405/6000 | | 450/3500 680/2500 | 8/R 8/R | A | 5,9 | 250 280 | 11,5 13,9 | 6 | S | S S S S | S | S | S S S | 224 270 | |
| | XJ L 5,0 Supercharged Supersport | 2 188 590 | | V8/5000 V8/5000 | | 375/6000 | | 625/2500 | 8/R | A | | 250 | 13,9 | | | S S | S | S | S | 270 | |
| IEEP | | | | | | | | | | ١ | www.j | jeep.d | co.za | Tel | ephor | ne: 080 | 0 2479 | 7537 | De | alers: | 40 |
| erokee | | | | 5-door S | UV • S | eats: 4/5 • | Fuelt | ank: 60 litre | es • Boot: | 232/1 1 | 84 dm ³ | • Ma | intenar | ice Pla | n: 6 ve | ar / 100 (| 000 km | • Furol | VCAP (| crash: | stars |
| | ailhawk's 4x4 capability. Bad : Clunky transmission. Ou | | | . Replacemer | nt due: E | Brand new | | | i Q5, Lexus | | | | | | , BMW | X3/X4, F | | over Ev | oque, \ | Volvo X | |
| | Cherokee 2,4L Longitude Cherokee 3,2L Limited | 500 990 536 990 | 10 340 11 075 | 4/2360 V6/3239 | P P | 130/6400 200/6500 | ÷ | 229/3900 315/4300 | 9/F 9/F | A | 10,5 8 1 | 196 209 | 10,0 11,4 | 7 | | S S | | S | S | 193 221 | |
| | Cherokee 3,2L 4x4 Limited | 592 990 | 12 220 | V6/3239 | Р | 200/6500 | - | 315/4300 | 9/4 | Α | 8,1 | 209 | 12,0 | 7 | S | S S | | S | S | 232 | |
| npass | Cherokee 3,2L 4x4 Trailhawk | 654 990 | 13 487 5- | V6/3239 door Cross-O | | 200/6500 eats: 4/5 | | 315/4300 ank: 51 litro | | A 192/1 1 | | | 12,0 intenar | 7 ice Pla | J | 0 0 | 000 km | • Euro | NCAP (| 232 crash: | Jul 14 2 stars |
| od: Good looks. Price. Bad | Lack of torque. Our choice: Limited. Replacement d Compass 2,0L Limited | ue: Unknow 377 990 | n. Also loc 7 826 | k at: Nissan (4/1998 | _ | i, Volkswa 115/6300 | gen Tig 78 | | dai ix35, Kia 5/F | - | | 105 | 9,12 | 6 | S | s s | S | c | S | 175 | Nov 11 |
| 4 | Compass 2,0L Limited Compass 2,0L Limited auto | 390 990 | 8 091 | 4/1998 | | 115/6300 | - | 190/5100 190/5100 | V/F | A | 11,1 n/a | n/a | 9,8 | 6 | | S S | | S | S | 190 | - |
| | E- | | | | | | | | | | | | | | - | | | Н | | | |
| nd Cherokee | aging. Leap in quality. Bad: Low speed ride. Our choic | o 3 O CRD I | Panlacama | | | | | nk: 935 litr | | | | | | | | | | | | | |
| Ju. Excellent on-Toau. 1 acr | Grand Cherokee 3,6L Limited | | 14 918 | V6/3604 | P P | 210/6350 | - | 347/4300 | | A | 8,3 | 206 | 12,5 | 6 | S | S S | | S S | | 244 | |
| | Grand Cherokee 3,6L Overland Grand Cherokee 3,0CRD Limited | 799 990 829 990 | 16 451 17 064 | V6/3604 V6/2987 | P D-T | 210/6350 179/3600 | ÷ | 347/4300 569/1800 | 8x2/2-4 8x2/2-4 | A | 8,3 | 206 202 | 12,5 9,0 | 6 | S | SSS | S | S | S | 244 198 | |
| | Grand Cherokee 3,0CRD Overland Grand Cherokee 5.7L Overland | 899 990 | 18 495 | V6/2987 | D-T | 179/3600 | · | 569/1800 520/4200 | 8x2/2-4 | Α | 8,2 | 202 | 9,0 | 6 | SSS | S S S S S | S | S | SSS | 198 | - |
| | Grand Cherokee SRT8 | 835 990 1 099 990 | | | | | | 624/4100 | 8/4 | | | 257 | | | S | S S | S | | S | | |
| iot d: Butch looks Improved | facia. Bad: Tight boot. Our choice: 2,4 Limited. Repla | cement due | · Unknown | | | | | eltank: 51 l | | | | | | | | year/1 | 00 000 k | cm • Ec | iroNC/ | AP cra | sh: n/a |
| a. Baton looks. Improved | Patriot 2,4L Limited | 376 990 | | 4/2360 | | | | 220/4500 | | | | | 10,4 | _ | _ | S S | S | S | S | 196 | |
| 10 | Patriot 2,4L Limited auto | 391 990 | 8 112 | 4/2360 | Р | 125/6000 | - | 220/4500 | 6/2-4 | Α | | - | 10,8 | 6 | S | S S | S | S | S | 208 | - |
| 4 8 | | | | | | | | | | | | | | | | | | | | | |
| angler od: Off-road ability Macho | 2/4-door SUV appeal. Bad: Thirsty. Our choice: Unlimited CRD Sah | | | | | | | | | | | | | nance | Plan: 3 | gear/1 | 00 000 k | cm • Eu | ıroNC | AP cra | sh: n/a |
| a. on road ability. Waterla | Wrangler 3,6L Sahara | _ | 10 013 | V6/3606 | Р | 209/6350 | - | 347/4300 | 5x2/2-4 | Α | 8,1 | 159 | 13,2 | 2 | S | s s | S | S | S | 256 | |
| | Wrangler 3,6L Rubicon Wrangler 3,6L Rubicon X | | 10 523 11 178 | V6/3606 V6/3606 | P P | 209/6350 209/6350 | ÷ | 347/4300 | 6x2/2-4 6x2/2-4 | M | 8,1 8,1 | 159 | 13,7 13,7 | 2 | S S | \$ S \$ S \$ S | S | S S S | S | 266 266 | |
| 3 | Wrangler Unlimited 3,6L Sahara | 529 990 | 10 932 | V6/3606 | Р | 209/6350 | | 347/4300 | 5x2/2-4 | Α | 9,65 | 180 | 14,0 | 2 | S | S S | S | S | S S | 273 | May14 |
| | Wrangler Unlimited 3,6L Altitude Wrangler Unlimited 3,6L Rubicon | 554 990 | 11 198 11 443 | V6/3606 V6/3606 | | 209/6350 209/6350 | ÷ | 347/4300 347/4300 | 5x2/2-4 | Α | 8,9 8,9 | 180 180 | 14,0 14,3 | 2 | | | | S | | 273 276 | |
| | Wrangler Unlimited 3,6L Rubicon X Wrangler Unlimited 2,8CRD Sahara | | 11 954 12 159 | V6/3606 4/2777 | | 209/6350 147/3600 | | 347/4300 460/1600 | 5x2/2-4 5x2/2-4 | A | 8,9 10,7 | 180 172 | 14,3 10,0 | 2 | S S S | S S S S | S S S | S | S S | 276 217 | |
| B40 | 3 - 1 - 1 - 1 - 1 - 1 | | | | | | | ., | | | | | | | | | | | | | |
| MC | | | | | | | | | | | www | v.jmcs | sa.co.z | a I | eleph | ione: 0 | 11 668 | 0300 | De | alers: | 21 |
| arding | 2/4-door Pick-Up • ains untested. Our choice: We haven't tested it yet. R | | | | | | | | | | | | | | | Service | Plan: O | ot. • Eu | ıroNC | AP cra | sh: n/a |
| ou. vven-priceu. Dau: nem | ains untested. Our choice: we haven t tested it yet. H Boarding 2,8TD | 139 880 | | 4/2771 | | 84/3600 | u, 14188 - | 235/2300 | | 1. 20 UL | | 140 | 9,6 | - - | + LUX) - | - S | 0 | S | S | 208 | |
| | Boarding 2,8TD Lux | 149 880 | 3 163 | 4/2771 | D-T | 84/3600 | - | 235/2300 | 5/R | M | _ | 140 | 9,6 | - | - | - S | S | S | S | 208 | |
| | Boarding 2,8TD 4x4 Lux | 169 880 | 3 572 | 4/2771 | U-I | 84/3600 | · | 235/2300 | 5/4 | М | | 140 | 9,6 | | | - S | S | S | S | 208 | |
| | | | | | and a | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |



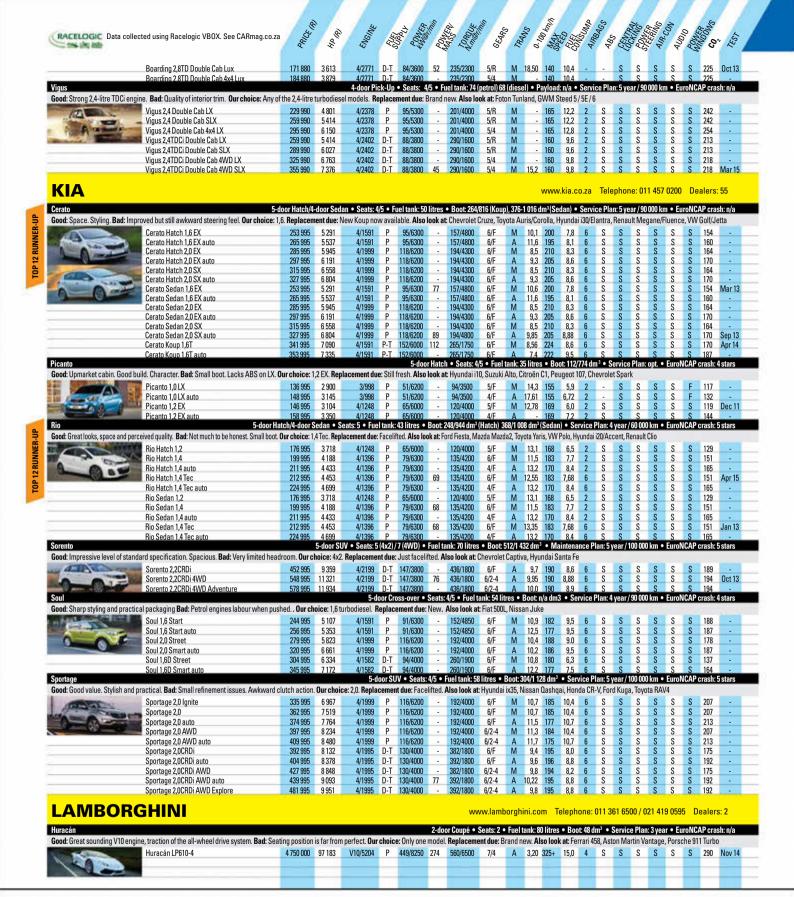
As



As



A٦







| | 4-door Sedan • Seats: ited engine, ride quality and specification level. Bad | | | | | | | | | | | | | | | | | | | | | -MIP |
|---------------------------|--|---|---------------------------------------|---|-------------------------|------------------------------------|--------------|------------------------------|---------------------|--------------|--------------|------------|------------|----------|--------|------------|----------------|---------------|---------------|------------|---------------|----------|
| AND I | IS 350 E | 507 400 | 10 471 | V6/3456 | Р | 228/6400 | 139 | 375/4800 | 8/R | Α | | 225 1 | | | | S | S | S | S | | 225 | Aug |
| | IS 350 EX | 558 100 | | V6/3456 | | 228/6400 | - | 375/4800 | 8/R | A | | 225 | | | | S | | S | | | 225 | - |
| | IS 350 F-Sport | 615000 | 12 670 | V6/3456 | Р | 228/6400 | | 375/4800 | 8/R | А | 5,9 | 225 | I,b | 10 | 5 | 5 | 3 | 5 | 2 | 5 | 225 | Ė |
| | | | | | | | | • Fuel tan | | | | | | | | | | 00 km | ı • Eu | roNC/ | \P cras | h: n/a |
| n't be faulted for qualit | y and luxury. Superb refinement. Bad : Small boot. 0 | | | | | | | | | _ | | _ | | | | _ | | | | • | | |
| | LS 460 | 1 403 800 | 28 792 | V8/4608 | Р | 285/6400 | | 493/4100 | 8/R | A | 5,7 | 250 | 2,8 | 10 | S | S | S | S | S | S | 249 | Ė |
| | | | | | | | | | | | | | | | | | | | | | | |
| 一一月三日 | | | | Edoor | CUV . | Carday O. o | and the | l 02 litus | Davis | 222 CEC | /4 720 | dan3 a N | | | N. | 4 | /400 | 200 I | - | NC | 0 | b/ |
| nelv snarious I nads o | of technology and features. Bad: A bit garish. Size. 0 | lur choice: | 570 SF R e | | | | | nk: 93 litre: Also look a | | | | | | | | | _ | | | ronu. | AP Cras | n: n/a |
| gery spacious. Louds o | LX 570 SE | 1 330 900 | | | | | | 530/3200 | | | | | | _ | | | _ | | | S | 350 | |
| 10 (MI) | | | | | | , | | , | | | - /- | | _ | | | | | | | | | |
| | | | | | - | | | | | | | _ | - | | - | - | _ | | | | | |
| V | 5-door SUV • Seats: 4/5 • Fuel tank: 60 | litres (2001 |)/56 litres | (300h) • Bo | ot: 280/ | 1 168 dm³ | • Servi | e Plan: 4 v | ear / 100 0 | 00 km (| 200t)/ | Mainter | ance | Plan: 4 | vear | /1000 | 00 km | (300h |) • Eu | roNC/ | P cras | h: n/a |
| king looks and strong | engine. Bad: Duynamically not as competent as sor | | | | | | | | | | | | | | | | | | | | | |
| | NX 200t E | 539 900 | 11 135 | 4/1998 | P-T | 175/4800 | - | 350/1650 | 6/4 | Α | 7,1 | 200 | 9,5 | 8 | S | S | S | S | S | S | 184 | |
| A | NX 200t EX | 579 900 | | | | 175/4800 | | 350/1650 | 6/4 | A | 7,1 | | 9,5 | | | S | S | S | S | S | 184 | - |
| | NX 200t F-Sport NX 300h EX | 659 900 633 000 | | 4/1998 4/2494+e | | 175/4800 145e | | 350/1650 210+e | 6/4 V/4 | Α | | | 9,5 7.2 | 8 | S S | S | S | S | S | | 184 140 | Apr - |
| | | 5-d | oor SUV • | Seats: 4/5 | Fuel to | ınk: 72 litr | es (350) | / 65 litres (| 450h) • B | | /1 122 | dm³ • N | ainter | | | | | | | roNCA | AP cras | h: n/a |
| nement and build qua | ality. Superb control interface. Bad: Boot space. Pric | ce. Our cho | ice: 350 EX | (. Replaceme | ent due: | Updated. | Also loc | k at: BMW | / X5/X6, In | | | - | | | | | | | | _ | | |
| | RX 350 EX | 723 300 | | V6/3456 | | 204/6200 | | 346/4700 | 6/4 | | | 200 | | | | | | | S | | 250 | - |
| | RX 450h SE | 918800 | 18 879 | V6/3456+e | P/H | 220e | • | 317+e | V/4 | Α | 7,56 | 200 | /,b | 10 | 5 | 5 | 2 | 5 | S | 5 | 148 | Ė |
| | _ | | | | | | | | | | | | | | | | | | | | | |
| HINDE | í A | | | | | | | | | W | ww.n | nahind | ra.co | .za - | Telep | hone | e: 012 | 661 | 3161 | De | alers: | 67 |
| | 2/4-door Pick-Up/5-door SU\ | / • Seats: 3 | (Single C | ab) 4/5 (Dou | ble Cab | • Fuel ta | nk: 57 li | itres • Pay | load: 1 02 | 5 kg (Si | ngle C | ab) 925 | kg (Do | uble C | ab) • | Servi | ce Pla | n: opt | . • Eu | roNC/ | AP cras | h: n/ |
| gh, apparently, and qu | uite cheap. Bad: Untested, so we don't know. Our ch | noice: Unkn | own. Repl | acement du | e: Unkn | own. Also | look at: | Foton Thur | nda | | | | | | | | | | | | | |
| | Bolero 2,5TD Loader | 142 995 | | 4/2498 | | 74/3800 | - | 238/1800 | 5/R | | | 153 | | - | - | -) | S | 0 | 0 | - | 251 | - |
| | Bolero 2,5TD | 157 995 | | 4/2498 | | | | 238/1800 | | | | 153 | | - | | S | S | S | 0 | - | 251 251 | - |
| | Bolero 2,5TD 4x4 | 189 995 | 3 303 | 4/2430 | D-1 | 74/3800 | | 238/1800 | 3XZ/Z-4 | IVI | 19,0 | 100 | 1,4 | | | 3 | 3 | 3 | U | | 201 | Ė |
| | 2-door Pick-Up/4-door Do | | | | | | | | | | kg • | Service | Plan: 3 | 3 year / | 60 00 | 0 km (| Doubl | e Cab |) • Eu | roNC | \P cras | h: n/ |
| 50 kg payload, appare | ntly. Bad: We haven't tested it yet. Our choice: Rem | | | | | | | | | | | | | | | -11 | | _ | | | | |
| | Genio 2,2CRDe Genio 2,2CRDe Double Cab | 177 995 214 995 | | 4/2179 4/2196 | | | | 290/1600 290/1600 | | | | 150 150 | | 2 | | S | S | S | S | | 210 210 | ÷ |
| 196 | Genio 2,20 nDe Double Cab | 214 333 | 4 434 | 4/2130 | D-1 | 03/4000 | ÷ | 230/1000 | J/N | IVI | 24,0 | 100 | 5,5 | | J | 3 | 3 | 3 | 3 | 3 | 210 | Ē |
| | | | | | | | | | | | | | | | | | | | | | | |
| ucious MPV with doco | ent ground clearance. Bad: Ladder-frame driving ex | norionco | Our choice | n Only one m | nodal R | | | Srand now | | | | | | | | 3 yea | r/60 U | <u>luu km</u> | ı • Eu | ronu | AP cras | h: n/ |
| Clous Will V Williaece | Quanto 2.2CRDe | | 4 494 | | | | | 290/1600 | | | | - | | _ | | S | S | S | S | S | 200 | |
| E THE | dunto 2,2010 c | 214303 | דטד ד | 7/2130 | <i>D</i> 1 | 03/4000 | | 230/1000 | J/II | 141 | | | J,1 | | 0 | | Ü | Ü | J | Ü | 200 | |
| 6k) | -l. II. /5 .l CIW C4 2/Cim.l. C-l.\ A/5 /D | hi- C-h\ 7 | 0 (CUIV) | a Control | COLiena | a David | C20/4 CC | 1ld | 1 000/1 0/ | 01/ | - | | -4\ - C | | Diam | 2 | /.00 | 000 I | - | NC | | b/ |
| | ck-Up/5-door SUV • Seats: 3 (Single Cab) 4/5 (Dou as-nails package. Bad: Unrefined. Our choice: 2,2 C | | | | | | | | | | | | | | | 3 yea | r/60 U | JUU KIII | ı • EU | ronu. | ar cras | in ii/ |
| [1] | Scorpio Pik-up 2,5TCl Loader | 164 995 | | 4/2498 | | 74/3800 | - | 258/1800 | 5/R | M | - IU (I IK | | 1.9 | - | 7 | S | S | | | | 260 | |
| | Scorpio Pik-up 2,2CRDe | 193 995 | 4 065 | 4/2196 | _ | 89/4000 | | 290/1600 | 5/R | M | | | | 2 | S | S | S | S | S | S | 233 | |
| | Scorpio Pik-up 2,2CRDe Adventure | 226 995 | | 4/2196 | | 89/4000 | | | 5/R | M | - | | | | | S | S | S | S | S | 233 | - |
| | Scorpio Pik-up 2,2CRDe 4x4 Scorpio Pik-up 2,2CRDe 4x4 Adventure | 244 995 277 995 | | 4/2196 4/2196 | | 89/4000 | | 290/1600 290/1600 | | | - | - 1 | | | | S | S | S | S | S | 233 | - |
| | Scorpio Pik-up 2,2CRDe 4x4 Adventure Scorpio Pik-up 2,2CRDe Double Cab | 246 995 | 5 148 | 4/2196 | _ | 89/4000 | | 290/1600 | 5/R | M | | | | | _ | S | S | S | S | S | 233 | Ī. |
| | Scorpio Pik-up 2,2CRDe Double Cab Adventure | 279 995 | 5 823 | 4/2196 | D-T | 89/4000 | - | 290/1600 | 5/R | M | | - 1 | 0,6 | 2 | S | S | S | S | S | S | 233 | - |
| | Scorpio Pik-up 2,2CRDe Double Cab 4x4 | 274 995 | 5 721 | 4/2196 | | 89/4000 | - | 290/1600 | | | - | | 0,6 | | S | S | S | S | S | S | 233 | - |
| | Scorpio Pik-up 2,2CRDe Double Cab 4x4 Adv Scorpio 2,2CRDe VLX | 304 995 249 995 | 6 334 5 210 | 4/2196 4/2196 | | 89/4000 89/4000 | - | 290/1600 290/1600 | 5x2/2-4 5/R | M | | | | | S S | S | S S | S | S | S | 233 | Ė |
| | Scorpio 2,2CRDe VLX Adventure | 275 995 | 5 741 | 4/2196 | | 89/4000 | | 290/1600 | 5/R | M | | | | | | S | S | S | S | S | 233 | - |
| | Scorpio 2,2CRDe 4x4 VLX | 289 995 | 6 027 | 4/2196 | | 89/4000 | - | 290/1600 | 5/4 | M | - | | | | S | S | S | S | S | S | 233 | - |
| | Scorpio 2,2CRDe 4x4 VLX Adventure | 315 995 | 6 558 | 4/2196 | | | | 290/1600 • Fuel tank | 5/4 c 70 litres | Boot | - : 40/38 | | | | S | S 4 vea | S or / 80 0 | S 000 km | S n • Fiii | S roNC/ | 233 P cras | h: n/a |
| | ed, Good looking. Bad: Some kitsch design element | ts. Wallowy | . Our choi | ce: W8. Repl | | | | | | | | | _ | | | | | | | | | |
| acious and well-specd | | 249 995 | 5 210 | | | 103/3750 | | 330/1600 | 6/R | M | | | 8,5 | 2 | S | S | S | S | S | S | 180 | Į. |
| cious and well-spec | XUV500 2,2CRDe W4 | 284 995 | 5 925 | 4/2179 | D-T | 103/3750 | | 330/1600 | 6/R | М | - | | 8,5 | 2 | S | S | S | S | S | S | 180 | - |
| cious and well-spec | XUV500 2,2CRDe W6 | | | 4/2179 | | 103/3750 | | 330/1600 | 6/R | | 13,3 | | | | | S | S | S | S | S | 185 | June |
| cious and well-speco | XUV500 2,2CRDe W6 XUV500 2,2CRDe W8 | 314 995 | 6 538 | | | 103/3/30 | • | 330/1600 | 6x2/4 | | | | | | | | | | | | 180 P cras | h: n/ |
| acious and well-speco | XUV500 2,2CRDe W6 | | 6 906 | 4/2179 | | | 7 or 8 • | Fuel tank: | 55 litres. • | Boot: 1 | 44/417 | | | I HANDE | | C WH | 17,000 | JUL RU | 1 | TOME | | |
| | XUV500 2,2CRDe W6 XUV500 2,2CRDe W8 | 314 995 332 995 | 6 906 | 4/2179 5-d o | or MP\ | • Seats: | | Fuel tank: nza, Suzuki | | | | 2/1312 U | | Jervice | - CIII | 3 yea | I / 6U L | OU KI | | TUNG | u orus | |
| | XUV500 2,2CRDe W6 XUV500 2,2CRDe W8 XUV500 2,2CRDe W8 AWD / Bad: Unrefined. Our choice: E8 8-seat. Replaceme Xylo 2,2CRDe E2 | 314 995 332 995 ent due: Fac 219 995 | 6 906 celifted. Al 4 596 | 4/2179 5-do so look at: H 4/2179 | or MPV onda M D-T | • Seats: obilio, Toy 89/4000 | ota Ava - | nza, Suzuki 290/1 600 | i Ertiga, FA 5/R | W Siriu M | ıs n/a | n/a | 9,1 | - | S | S | S | S | - | S | 200 | |
| | XUV500 2,2CRDe W6 XUV500 2,2CRDe W8 XUV500 2,2CRDe W8 AWD y, Bad: Unrefined. Our choice: E8 8-seat. Replaceme | 314 995 332 995 ent due: Fac | 6 906 celifted. Al 4 596 | 4/2179 5-do so look at: H | or MPV onda M D-T | • Seats: obilio, Toy 89/4000 | ota Ava - | nza, Suzuki | i Ertiga, FA 5/R | W Siriu M | ıs n/a | n/a | 9,1 | - | S | | | S S | - S | | | i |
| | XUV500 2,2CRDe W6 XUV500 2,2CRDe W8 XUV500 2,2CRDe W8 AWD / Bad: Unrefined. Our choice: E8 8-seat. Replaceme Xylo 2,2CRDe E2 | 314 995 332 995 ent due: Fac 219 995 | 6 906 celifted. Al 4 596 | 4/2179 5-do so look at: H 4/2179 | or MPV onda M D-T | • Seats: obilio, Toy 89/4000 | ota Ava - | nza, Suzuki 290/1 600 | i Ertiga, FA 5/R | W Siriu M | ıs n/a | n/a | 9,1 | - | S | S | S | S | - | S | 200 | - |



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| According Control Co | IASERA | 11 | | | | | | | | | | | | | .za Te | | | | | | | |
|--|--|--|----------------------|--------------|-------------|-----------|------------|-----------|---------------|-------------|----------|----------|---------|----------|----------|--------|-------------|-------------|-------------|---------|----------|------------|
| ## 25140 Final ## 1,2510 | | able product. Bad: Untested. Our choice: Untested. | Replacemen | nt due: Bran | | | | | | | | | | | | | 100 000 |) km • | EuroN | CAP c | rash: 5 | stars |
| Table 5 1970 | or In Section | | | | V6/2987 | D-T | 202/4000 | | | | | 6,3 | 250 | 7,2 | S | S | | S | S | | 158 | - |
| The property of the first carried by County among the E-grown Contraction 1975 1 | | | | | , | | | | | | | | | | | _ | S | S | S | _ | | - |
| Grantistance 195900 4512 4624 7 897101 13 98780 61 A 47 20 11 6 S 5 S 5 S 5 S 5 M Million Continued Co | Turismo / GranCabrio | Gribii S | 1 5/4 000 | | | | | | | | | | | | 0 | | ar/100 | 000 ki | n • Eu | | | h: n/a |
| Commission Special Configuration Proceedings Procedure Process Pro | : Flamboyant looks hide a s | urprisingly spacious interior. MC sounds amazing. Bad: | Ergonomics. | Our choice: | GranTurismo | Sport. | Replaceme | nt due: I | Now revised | . Also lool | k at: Me | rcedes-E | Benz Sl | / S-Clas | s Coupé, | Aston | Martin ' | Vantaç | ge/DB9 | , Porsc | he 911 | |
| Fig. 12 Fig. | | | | | | | | 151 | | | | | | | | | | | | | | Mar 0 |
| Gran Futurinum AS Straight Gr | | | | | | | | | | | | | | | | | | S | | | | |
| Contractions Support | | GranTurismo MC Stradale | 2 600 000 | 53 240 | V8/4691 | | 338/7000 | | 520/4750 | 6/R | Α | 4,5 | 303 | 7,3 | S | S | S | | S | S | 337 | - |
| Company Comp | | | | | | | | | | | | | | | | | | | | | | - |
| Contraction professionary age in Bell United Of enhance Peals by the CSS Professionary age in Bell United States (1997) Contraction December 1997 Contraction Decemb | | | | | | | | | | | | | | | | S | S | S | S | S | | |
| Dustinoports 61 155000 2569 W/W/W PT 3782400 5000000 88 A 6, 6 29 7, 8 8 8 8 8 73 17 17 18 18 18 17 17 18 18 | | | L d OTO B | _ | | | | | | | | | | | | | | | | | | |
| Contract | : New engines add a signific | C775 | _ | | | | | 'anamer | | | | | | | | _ | | | | | | Spur |
| Contraporte BTS | | | | | | | | | | | | | | | | | | | | | | |
| Punchy turbodesol onjoines Curilias cabin Bast Directorian refinement Rio. Our choice 22 Double Cab SE. Replacement due Nov. At Creek Ranger, 1970a Hou, bears RV, When Anderson RV, Baster Directorian refinement Rio. Our choice 22 Double Cab SE. Replacement due Nov. At Creek Ranger, 1970a Hou, bears RV, When Anderson RV, Baster R | | | | | | | | - | | | | | | | | | | | | | | _ |
| Punchy turbodesol onjoines Curilias cabin Bast Directorian refinement Rio. Our choice 22 Double Cab SE. Replacement due Nov. At Creek Ranger, 1970a Hou, bears RV, When Anderson RV, Baster Directorian refinement Rio. Our choice 22 Double Cab SE. Replacement due Nov. At Creek Ranger, 1970a Hou, bears RV, When Anderson RV, Baster R | | | _ | | | | | - | | _ | | _ | _ | _ | _ | - | | _ | | | _ | |
| Punchy turbodesol onjoines Curilias cabin Bast Directorian refinement Rio. Our choice 22 Double Cab SE. Replacement due Nov. At Creek Ranger, 1970a Hou, bears RV, When Anderson RV, Baster Directorian refinement Rio. Our choice 22 Double Cab SE. Replacement due Nov. At Creek Ranger, 1970a Hou, bears RV, When Anderson RV, Baster R | ΙΔΖΠΔ | | | | | | | | | | | www | /.maz | la.co.: | a Tel | epho | ne: 08 | 60 06 | 9 700 | Der | lers: | 47 |
| Punchy turbodiesal emgines, Care like claim. Bath Drovetn's referance 22 Osable Cal S.E. Explanement due New And Isolate Error Repressor, Proposition, Install RQ, WV Install, Natural RQ. WV Install, Natural RQ. Policy and SEC. 20 S. | | 2/4 | Diele He | . C4 2 | /Daubla Cal | b. 4/E) . | For Land | . 00 1:4 | a Davida | J. OCT. 4 | 1E01/- | | | | | | | | | | | |
| BF-02/25/18/59(a) DSIX 25980 5980 4/18/19 DT 110/2700 578/19/06 688 M | | | | | | | | | | | | | | | | | | | III V E(I | ONU/A | i cras | II II/a |
| First 22 FreeSpite Chall SIX | and the second of the | | | | | | | | | | | - | | | | S | | | S | S | 199 | |
| Ef 93 22 FreeSyle Cab SE at an | | BT-50 2,2 FreeStyle Cab SLX | 299 900 | 6 230 | 4/2198 | D-T | 110/3700 | | 375/1500 | 6/R | M | - | - | 9,2 | S | | | | S | S | 202 | _ |
| ## 187-022 Double Cab St. ## 1990 ## 1 | 8-1 | | | | | | | | | | | - | | | | S | | S | | | | |
| B15-932 Double Cab St Ed. 491 900 8314 53188 D-1 147/2000 -4 470/1796 RR M 112 5 S S S S S S S S S | Contract of the last of the la | BT-50 3,2 FreeStyle Cab 4x4 SLE | | | | | | | | | | - | | | S | S | S | S | S | | | |
| ## 87-932 Double Carb SE aturo | T 49 | | | | | | | 55 | | | | 12,03 | - | | | _ | | S | | _ | | Nov 1 |
| ## 615-032 Double Cach 448 SE ## 453 90 | - i - 0 | | | | | | | | | | | | | | | _ | | S | | | | |
| Sylvide holds and high-quality interior. Bark Value. Lack of parcel cover. Our choice: Dynamic. Replacement due; but shorted set and based. Also look at Hond of Priviles Review 1981 (1987). Solve 1981 (1988). Solve 1981 | | BT-50 3,2 Double Cab 4x4 SLE | 463 900 | 9 581 | 5/3198 | D-T | 147/3000 | | 470/1750 | 6x2/2-4 | M | - 1 | - ' | 1,8 | S | S | S | S | S | S | 258 | - |
| Explosit horks and hijh-qually imprinterior. Back Value, Leck of parcel cover. Curr chaine: Dynamic. Replacement due. Turboficiese models addered. Abor look at Hondra CP-L. Vissan Casthqui. Toysta RAVI, WT Tiguran CX-5.12 Active 2015 | | BT-50 3,2 Double Cab 4x4 SLE auto | 465 900 | 9622 | | | | | | | | | | | | | | | | | | |
| CX-5.2 D Active auto | | quality interior. Bad: Value. Lack of parcel cover. Our | choice: Dyn | amic. Repl | | | | | | | | | | | | | | | Hallon | U/AI U | rusii. s | ottilo |
| CK-52 DV primarie 22900 6857 4/1988 P 12/16000 - 20/14000 6F M 33. 197 7,7 6 S S S S S S 18 9 - CK-52 De Cherber 978300 7852 4/1980 - 80/14000 - 80/14000 6F A 10.0 188 6.6 6 S S S S S S 15 1 - CK-52 De Christofidual 4/88700 8453 4/2488 P 111/15700 - 256/3250 6F A 8.3 6 S S S S S S 15 1 - CK-52 De Christofidual 4/88700 8453 4/2488 P 111/15700 - 256/3250 6F A 8.3 6 S S S S S S 15 1 - CK-52 De Christofidual 4/88700 8453 4/2488 P 111/15700 - 256/3250 6F A 8.3 6 S S S S S S S 15 5 - CK-52 De Christofidual 4/88700 8453 4/2488 P 111/15700 - 256/3250 6F A 8.3 6 S S S S S S S 15 5 - CK-52 De Christofidual 4/88700 8453 4/2488 P 111/15700 - 256/3250 6F A 8.3 6 S S S S S S S S S 15 5 - CK-52 De Christofidual 4/88700 8453 4/2488 P 12/157000 - 40/2000 6F A 8.3 6 S S S S S S S S S S S S S S S S S S | | | _ | | | | | - | | | | | | | | | | S | S | S | 149 | |
| CK-52 ZOE Active | A 200 | | | | | | | | | | | | | | | S | | | | | | - |
| CK-525 Individual 408 700 84/33 4/2488 P 141/5700 266/3520 6/F A - 8.3 6 S S S S S S 100 - CK-5220E AWD Akera 465 00 9612 4/218 D 1 2/24500 40/2700 4 A 9.4 204 7.1 6 S S S S S S S 155 - 182 | 一张 5 | | | | | | | | | | | | | | | | | | | | | - |
| Engaging and funt to drive. Bad: Only two angine options. Our choice: 1,5 Individual Replacement due: New Absolouke Citroine PULGS. Perit Bank. 4 Hitres. 9 Boot 2:004 Et al. (2014). Perit Bank. 2 Hitroine Public | | CX-5 2,5 Individual | | 8 453 | | | | - | | 6/F | | | | | S | | | | | | | |
| E Engaging and fun to drive. Badt: Only two engine options. Our choice: 1,5 Individual. Replacement due: New Abo look at: Citroën C1/C3, Ford Fiesta, Honda Jazz, Hyundai 20, Kia Rio, Opel Corsa, Peugeot 208, Renault Clio, Toyota Yaris, WV Pouge Care Care Care Care Care Care Care Car | da? | CX-5 2,2DE AWD Akera | 465 400 | 9612 | | | | | | | | | | | | | S Zundim | S ited k | S m o Eu | | | h: n/a |
| Marada 2 15 Anctive 188000 3942 41496 P 8269000 1454000 6F M 8,7 188 6,6 6 S S S S 30 May 1 | | ve. Bad: Only two engine options. Our choice: 1.5 Inc | dividual. Ren | lacement d | | | | | | | | | | | | | | | | | | |
| Maxda2 1,5 Dynamic auto | and the same of th | | · | | | | | - | | | M | | _ | | | S | | S | | _ | | - |
| Mazda2 1,5 Individual auto 222 800 655 411490 P. 82/6000 - 145/4000 6/F A - 184 6.8 6 5 S S S S S 300 | | Mazda2 1,5 Dynamic | 199 900 | 4 186 | 4/1496 | Р | 82/6000 | 81 | 145/4000 | 6/F | | 11,61 | 188 | 6,6 | | _ | | | | S | 130 | May 1 |
| Mazda2 15. Individual auto | | | | | | | | | | | | | | | | | | | | | | - |
| Mazda 21.50E Hazumi | | | | | | | | | | | | | | | | | | | | | | |
| Esting standard specification. Big range Bath No diesels yet. Our choice: 20 Individual. Replacement due: Brand new. Also look at: Ford Focus, Honda Civic, Hyundai 30 Elantra, Kia Cerato, Opel Astra, Renault Mégane, Toyota Auris; Corolla, WW Golf/Jetta Value and Civic Hyundai 30 Elantra, Kia Cerato, Opel Astra, Renault Mégane, Toyota Auris; Corolla, WW Golf/Jetta Value and Civic Hyundai 30 Elantra, Kia Cerato, Opel Astra, Renault Mégane, Toyota Auris; Corolla, WW Golf/Jetta Value and Civic Hyundai 30 Elantra, Kia Cerato, Opel Astra, Renault Mégane, Toyota Auris; Corolla, WW Golf/Jetta Value and Civic Hyundai 30 Elantra, Kia Cerato, Opel Astra, Renault Mégane, Toyota Auris; Corolla, WW Golf/Jetta Value and Civic Hyundai 30 Elantra, Kia Cerato, Opel Astra, Renault Mégane, Toyota Auris; Corolla, WW Golf/Jetta Value and Civic Hyundai 30 Elantra, Kia Cerato, Opel Astra, Renault Mégane, Toyota Auris; Corolla, WW Golf/Jetta Value and Civic Hyundai 30 Elantra, Kia Cerato, Opel Astra, Renault Mégane, Toyota Auris; Corolla, WW Golf/Jetta Value and Civic Hyundai 30 Elantra, Kia Cerato, Opel Astra, Renault Mégane, Toyota Auris; Corolla, WW Golf/Jetta Value and Civic Hyundai 30 Elantra, Kia Cerato, Opel Astra, Renault Mégane, Toyota Auris; Corolla, WW Golf/Jetta Value, Allow Civic Hyundai 30 Elantra, Value and Civic H | | | 259 900 | 5 412 | 4/1499 | D-T | 77/4000 | - | 220/1500 | 6/F | | 10,1 | 179 | 5,3 | S | _ | S | S | S | S | 115 | - |
| Mazda3 Hatch 1,6 Original 232 900 4860 4/1598 P 77/6000 - 144/4000 5/F M 7,4 6 S S S S S S S S S | | Di D-1 M- dil 1 O 1 20 ldi- | | | | | | | | | | | | | | | | | | | | |
| Mazda | : Stong standard specifica | | | | | ISO 100H | | | | | | Kia Cera | | | _ | | | | | | | 1 |
| Mazda3 Hatch 1,6 Dynamic auto | | | | | | P | | | | | | | | | S S | | S | S | S | S | | |
| Mazda3 Hatch 2,0 Individual auto | | | | | | | | | | | | - | | 7,4 | S | | | | S | | | - |
| Mazda3 Hatch 2,0 Individual auto | U | Mazda3 Hatch 2,0 Individual | 293 600 | 6 101 | 4/1999 | Р | 121/6000 | | 210/4000 | 6/F | M | | | 7,4 | S | | S | S | S | S | 146 | |
| Mazda3 Sedan 1,6 Original 232 900 4860 4/1598 P 77/6000 - 144/4000 5/F M - - 7,2 6 S S S S 142 - | | Mazda3 Hatch 2,0 Individual auto | | 6 223 | | | | - 80 | | | Α | 10,3 | 198 | 7,1 | S | S | S | | S | S | | - Dec 1 |
| Mazda3 Sedan 1,6 Dynamic 253 100 5 273 4 1/1598 P 77/6000 - 144/4000 5/F M 7,2 6 S S S S S 142 Mazda3 Sedan 1,6 Dynamic auto 256 400 5 340 4 1/1598 P 77/6000 - 144/4000 5/F M 7,2 6 S S S S S 142 Mazda3 Sedan 1,6 Dynamic auto 256 400 5 340 4 1/1598 P 77/6000 - 144/4000 4/F A 8,0 6 S S S S S 142 Mazda3 Sedan 2,0 Individual auto 293 600 6 101 4 1/1999 P 121/6000 - 210/4000 6/F M 8,9 195 7,3 6 S S S S S S S 145 Mazda3 Sedan 2,0 Individual auto 299 600 6 223 4 1/1999 P 121/6000 - 210/4000 6/F M 10,4 195 7,0 6 S S S S S S S S S | | Mazda3 Sedan 1,6 Original | 232 900 | 4860 | 4/1598 | Р | 77/6000 | - | 144/4000 | 5/F | M | - | - | 7,2 | S | S | | | S | S | 142 | - |
| Mazda3 Sedan 1,6 Dynamic auto 256 400 5340 4/1598 P 77/6000 - 144/4000 4/F A 8,0 6 S S S S 5 5 5 | | Mazda3 Sedan 1,6 Active | 242 900 | 5 065 | 4/1598 | | 77/6000 | - | | 5/F | M | | _ | 7,2 | S | S | S | S | S | S | 142 | |
| Mazda3 Sedan 2,0 Individual auto 298 600 6 203 4/1999 P 121/6000 - 210/4000 6/F M 8,9 195 7,3 6 S S S S S S S S S | | Mazda3 Sedan 1,6 Dynamic auto | | 5 3 4 0 | 4/1598 | Р | | | 144/4000 | 4/F | Α | - | - | 8,0 | S | S | S | | S | S | 159 | |
| Mazda Sedan 2,0 Astina 326 300 6 769 4/1999 P 121/6000 - 210/4000 6/F A 10.4 195 7.0 6 S S S S S S 139 4.5 Functical and fun to drive. Good standard specification. Bad: Only a single engine variant. Our choice: 2,0 Original Replacement due: Automatic added. Also look at: Chevrolet Orlando, Volkswagen Touran Mazda 52,0 Original 285 00 5 596 4/1999 P 106/6500 - 180/4500 6/F M 10.8 194 9,8 6 S S S S S S 194 - Mazda 52,0 Individual 294 200 6 113 4/1999 P 106/6500 - 180/4500 6/F M 11.15 194 9,8 6 S S S S S S 198 - 140 or Sedan S Seats: 4/5 • Fuel tank: 62 litres • Boots 96/4/612/1 596 0/m 3 • Service Plan: 3year /unlimited km • EuroNCAP crasht. n/a tank in the service plan: 3year /unlimited km • EuroNCAP crasht. n/a tank in the service plan: 3year /unlimited km • EuroNCAP crasht. n/a tank in the service plan: 3year /unlimited km • EuroNCAP crasht. n/a tank in the service plan: 3year /unlimited km • EuroNCAP crasht. n/a tank in the service plan: 3year /unlimited km • EuroNCAP crasht. n/a tank in the service plan: 3year /unlimited km • EuroNCAP crasht. n/a tank in the service plan: 3year /unlimited km • EuroNCAP crasht. n/a tank in the service plan: 3year /unlimited km • EuroNCAP crasht. n/a tank in the service plan: 3year /unlimited km • EuroNCAP crasht. n/a tank in the service plan: 3year /unlimited km • EuroNCAP crasht. n/a tank in the service plan: 3year /unlimited km • EuroNCAP crasht. n/a tank in the service plan: 3year /unlimited km • EuroNCAP crasht. n/a tank in the service plan: 3year /unlimited km • EuroNCAP crasht. n/a tank in the service plan: 3year /unlimited km • EuroNCAP crasht. n/a tank in the service plan: 3year /unlimited km • EuroNCAP crasht. n/a tank in the service plan: 3year /unlimited km • EuroNCAP crasht. n/a tank in the service plan: 3year /unlimited km • EuroNCAP crasht. n/a tank in the service plan: 3year /unlimited km • EuroNCAP crasht. n/a tank in the service plan: 3year /unlimited km • EuroNCAP crasht. n/a tank in tank in tank in the service plan: 3year /unlimited km • EuroNCAP crasht. | | Mazda3 Sedan 2,0 Individual | 293 600 | 6 101 | 4/1999 | Р | 121/6000 | | 210/4000 | 6/F | | | | 7,3 | S | | S | | S | | 145 | |
| 5-door MPV • Seats: 7 • Fuel tank: 60 litres • Boot: 96/344/512/1536 dm³ • Service Plan: 3 year / unlimited km • EuroNCAP crash: n/a Practical and fun to drive. Good standard specification. Bad: Only a single engine variant. Our choice: 2,0 Original. Replacement due: Automatic added. Also look at: Chevrolet Orlando, Volkswagen Touran Mazda5 2,0 Original 268 900 5 5996 4/1999 P 106/6500 - 180/4500 6/F M 10,8 194 9,8 6 S S S S S S 194 - Mazda5 2,0 Active auto 283 500 5 894 4/1999 P 106/6500 - 180/4500 5/F A 13,1 186 10,0 6 S S S S S S 198 Apr1 Mazda5 2,0 Individual 294 200 6 113 4/1999 P 106/6500 - 180/4500 5/F A 13,1 186 10,0 6 S S S S S S S 198 Apr1 Mazda5 2,0 Individual auto 308 500 6 405 4/1999 P 106/6500 - 180/4500 5/F A 13,1 186 10,0 6 S S S S S S S 198 Apr1 A-door Sedan • Seats: 4/5 • Fuel tank: 62 litres • Boot: 400/1104 dm² • Service Plan: 3 year / unlimited km • EuroNCAP crash: n/a Easy on the eye. Spacious and comfortable Bad: Up against seriously strong competition. Our choice: 2,2 L DE Dynamic AT. Replacement due: Brand new. Also look at: Honda Accord, Peugeot 508, Volkswagen Passat, Volvo S60 Mazda6 2,0 Active auto 358 000 7 417 4/1998 P 114/6000 - 200/4000 6/F M 7,3 6 S S S S S S S 138 7,2 6 S S S S S S S S S S S S S S S S S S | | | | | | | | | | | | | | | | _ | | | | | | |
| Mazda5 2,0 Original 268 900 5 996 4/1999 P 106/6500 - 180/4500 6/F M 10,8 194 9,8 6 S S S S S S 194 - 1 194 1 | | | | | 5-door | MPV • | Seats: 7 • | | nk: 60 litre: | • Boot: | 96/344/ | | | | | | | ited k | n • Eu | | | h: n/a |
| Mazda5 2,0 Active auto 283 500 5 894 4/1999 P 106/6500 - 180/4500 5/F A 13,1 186 10,0 6 S S S S S S S 198 - Mazda5 2,0 Individual 294 200 6 113 4/1999 P 106/6500 7 180/4500 6/F M 11,15 194 9,84 6 S S S S S S S 198 Apr 1 Mazda5 2,0 Individual auto 308 500 6 405 4/1999 P 106/6500 - 180/4500 5/F A 13,1 186 10,0 6 S S S S S S S 198 Apr 1 Mazda5 2,0 Individual auto 308 500 6 405 4/1999 P 106/6500 - 180/4500 5/F A 13,1 186 10,0 6 S S S S S S S 198 Apr 1 Mazda5 2,0 Individual auto 308 500 6 405 4/1999 P 106/6500 - 180/4500 5/F A 13,1 186 10,0 6 S S S S S S S 198 Apr 1 Mazda5 2,0 Individual auto 308 500 6 405 4/1999 P 106/6500 - 180/4500 5/F A 13,1 186 10,0 6 S S S S S S S 198 Apr 1 Mazda6 2,0 Individual auto 308 500 7 4/1998 P 114/6000 - 200/4000 6/F M - 200/4000 6/F | I: Practical and fun to dri | | N. Comment | | | | | | | | | | | | | | | | | | | |
| Mazda5 2,0 Individual 294 200 6 113 4/1999 P 106/6500 70 180/4500 6/F M 11,15 194 9,84 6 S S S S S 198 Apr 1 | | | | | | | | | | | | | | | | | | | | | | |
| Mazda6 2,0 Individual auto 308 500 6 405 4/1999 P 106/6500 - 180/4500 5/F A 13,1 186 10,0 6 S S S S S 198 Had60 - 180/4500 Setz 4/5 Fuel tank 62 litres • Boot 400/1 104 dm² • Service Plans 3 year/unlimited km • EuroNCAP crash: n/a trash on the eye. Spacious and comfortable Bad: Up against seriously strong competition. Our choice: 2,2 L DE Dynamic AT. Replacement due: Brand new. Also look at: Honda Accord, Peugeot 508, Volkswagen Passat, Volvo S60 Mazda6 2,0 Active 342 000 7 900 4/1998 P 114/6000 - 200/4000 6/F M - 7,2 6 S S S S S S S S S 142 - 100/4000 6/F Mazda6 2,5 Dynamic 373 000 7 774 4/1998 P 114/6000 - 200/4000 6/F M - 7,2 6 S S S S S S S S S S S S S S S S S S | -0- | | | | | | | | | | | | | | S | S | | | | | | Apr 11 |
| ### 4-boor Sedan | | | | | 4/1999 | Р | 106/6500 | - | 180/4500 | 5/F | Α | 13,1 | 186 | 0,0 | S | S | S | S | S | S | 198 | i. |
| Mazda6 2,0 Active 342 000 7 090 4/1998 P 114/6000 - 200/4000 6/F M - - 7,3 6 S S S S 142 - Mazda6 2,0 Active auto 358 000 7 417 4/1998 P 114/6000 - 200/4000 6/F A - - 7,2 6 S S S S 138 - Mazda6 2,5 Dynamic 373 000 7 724 4/2488 P 138/5700 92 250/3250 6/F A 9,1 211 7,9 6 S <th< td=""><td></td><td>use and comfortable Pade I in against coviously attended</td><td>a competiti</td><td>n Oursk-</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>e Plan:</td><td>3 year</td><td></td><td></td><td></td><td></td><td></td><td>n: n/a</td></th<> | | use and comfortable Pade I in against coviously attended | a competiti | n Oursk- | | | | | | | | | | | e Plan: | 3 year | | | | | | n: n/a |
| Mazda6 2,0 Active auto 358 000 7 417 4/1998 P 114/6000 - 200/4000 6/F A - - 7,2 6 S S S S 138 - Mazda6 2,5 Dynamic 373 000 7724 4/2488 P 138/5700 - 250/3250 6/F A 9,1 211 7,9 6 S S S S 153 Feb 1! Mazda6 2,2D Ed Dynamic 404000 8 357 4/2488 P 138/5700 92 250/3250 6/F A 8,8 211 7,9 6 S S S S S 153 Feb 1! | . Lasy on the eye. Spach | | 1 | | | | _ | | | | _ | at non | _ | | | | _ | | | - | | |
| Mazda6 2,5 Dynamic 373 000 7 724 4/2488 P 138/5700 - 250/3250 6/F A 9,1 211 7,9 6 S S S S IS3 - Mazda6 2,5 Individual 399 500 8 655 4/2488 P 138/5700 92 250/3250 6/F A 8,4 211 7,9 6 S S S S 153 Feb 11 Mazda6 2,2D Dynamic 404 000 8 357 4/2191 D-T 129/4500 - 420/2000 6/F A 8,4 216 6,4 6 S S S S S 139 - | | | | | | | | | | | | | | | S | | | | | S | | |
| Mazda6 2,2DE Dynamic 404 000 8 357 4/2191 D-T 129/4500 - 420/2000 6/F A 8,4 216 6,4 6 S S S S S S 139 - | | Mazda6 2,5 Dynamic | 373 000 | 7 724 | 4/2488 | P | 138/5700 | - | 250/3250 | 6/F | Α | 9,1 | 211 | 7,9 | S | S | S | S | S | S | 153 | - |
| Mazda62,2DE Atenza 430 500 8899 4/2191 D-T 129/4500 - 420/2000 6/F A 8,4 216 6,4 6 S S S S S S S 139 - | | | | | | | | | | | | | | | S | | S | | | | | |
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TOP 12 WINNER & RUNNER UP



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Aσ

TOP 12 RUNNER-

Discover offers on your Audi model of choice.

| | THE STATE OF THE S | A. | EME | 20 | 3. 5% | 1001 | S. O. W. | 39 | 7A | 0.10 | Z 25 1 | | AR. | 20 | 370% | 400 | 07 | . O^ | Z. |
|---|--|--|--|---|--|---|--|--|--|---|---|---|---|---|---------------------------------------|--|--|--|--|
| G-Class Good: Quality. Off-road ability. Charm. Bad: Still very expensive. Suspension ver G300CDI Professional G350 BlueTec G500 G63 AMG | 1 053 986 1 398 255 1 564 393 2 131 625 | Our choic 21 642 28 678 32 074 | V6/2987 V6/2987 V8/5461 | Repla D-T D-T P P-T | | e: Hope - 61 - 152 | fully never 400/1600 540/1600 530/2800 760/2000 | 5x2/4 7x2/4 7x2/4 7x2/4 7x2/4 | A A A A A | 12,3 9,70 6,1 5,9 | er, Toyot 160 14 175 13 210 17 210 16, | a Land ,0 1 ,4 6 ,9 6 | Cruiser: S S S S | 200, Lex - S S S | S S S S S S S S S S S | - S S S | - S S S | 307 297 0 348 322 0 | - Oct 11 - Oct 13 |
| Good: Luxurious and capable on- and off-roader. Bad: Huge price. Our choice: G GL500 BlueTec GL500 GL63 AMG GLA Good: An improved product over the A-Class. Bad: Ride quality. Our choice: GL7 | 1 163 031 1 324 387 1 991 537 | 23 871 27 169 40 804 5-d | V6/2987 V8/4663 V8/5461 oor Cross-Ov | D-T P-T P-T er • S | 190/3600 320/5250 410/5250 eats: 4/5 • | Fuel ta | 620/1600 700/1800 760/2000 nk: 50/56 lit | 7x2/4 7x2/4 7/4 tres • Boo | A A A ht: 256/9 | 7,9 5,4 4,9 92 dm ³ | 220 9 250 13 250 14 Maint | 8 9 | S | S S S year/10 | S S S S S OO 0000 km | S S S | S | 209 269 288 rash: 5 s | tars |
| GLA200 GLA200 auto GLA200CDI GLA200CDI auto GLA200CDI auto GLA220CDI 4Matic GLA250 4Matic GLA25 4MG 4Matic Mercedes-AMG GT | 440 849 458 747 465 000 483 000 538 631 614 288 790 843 | 9 110 9 476 9 604 9 972 11 109 12 655 16 264 | 4/1595 4/1595 4/2143 4/2143 4/2143 4/1991 4/1991 | P-T P-T D-T D-T D-T P-T P-T 2-doo | 115/5300 115/5300 100/3600 100/3600 125/3400 155/5500 265/6000 or Coupé • | 63 - - - Seats: | 250/1250 250/1250 300/1600 300/1600 350/1400 350/1200 450/2250 2 • Fuel tar | 6/F 7/F 6/F 7/F 7/4 7/4 7/4 nk: 75 litre | M A M A A A S • Bo | 8,9 8,8 10,0 10,44 8,3 7,1 4.8 | 215 7 215 7 205 5 205 5 215 6 230 7 250 9 | | | | | | S S S | 132 154 175 | Jun 14 . n/a |
| Good: Design and performance from new engine. Cheaper than its predesessor. GT GTS GTS GTS Edition 1 | 1 651 850 1 991 670 2 202 670 | 33 862 40 807 | V8/3982 V8/3982 V8/3982 | P-T P-T P-T | | | 600/1600 650/1750 650/1750 | 7/R 7/R 7/R | A A A | 4,0 3,8 3,8 | 304 11 310 11 310 11 | ,2 4 ,5 4 ,5 4 | S S S | S S S | S S S S S | S S S | S S | 216 224 224 224 erash: 5 s | stars |
| Good: Solidly built, spacious, capable on-road and off it. Bad: Not a huge improv ML250 BlueTec ML350 BlueTec ML350 BlueTec ML400 ML500 ML500 ML63 AMG | ement on pred 826 930 940 792 963 952 1 165 647 1 694 206 | 17 001 19 328 19 802 23 924 | 4/2143 V6/2987 V6/2996 V8/4663 V8/5461 | D-T D-T P-T P-T P-T | 150/4200 190/3600 245/5250 300/5000 | 66 105 - 158 | 500/1600 620/1600 480/1400 600/1600 700/1750 | 7/4 7/4 7/4 7/4 7/4 | A A A A | 9,19 7,4 6,84 5,6 5,08 | 210 7 224 8 247 11 250 14 | ,2 7 ,9 9 ,5 9 ,8 9 16 9 | S S S S | S S S S | S S S S S S S S S | S S S S | S S S S | 165 S 189 217 287 276 | Sep 12 - - - - |
| Good: Technology, comfort and supreme luxury. Bad: Technology in cabin might S350 Blue Tec S350 Blue Tec L S400 Hybrid S400 Hybrid L S400 L S500 L S63 AMG S63 AMG L S600 L S65 AMG L S600 L S65 AMG L S650 AMG L S650 AMG L | 1 324 391 1 361 399 1 338 901 1 375 601 1 371 054 1 721 742 1 760 442 2 361 204 2 398 604 2 271 574 | 27 169 27 925 27 465 28 215 28 122 35 290 36 081 48 360 49 124 46 528 60 860 | choice: S500. V6/2987 V6/2987 V6/3498+e V6/3498+e V6/2996 V8/4663 V8/4663 V8/5461 V8/5461 V12/5980 | Replace D-T D-T P/H P/H P-T | | 87 87 117 - 158 - 198 - 202 | Also look a 620/1600 620/1600 370+e 370+e 480/1600 700/1800 900/2250 900/2250 830/1900 1000/2300 | at: BMW 7 7/R 7/R 7/R 7/R 7/R 7/R 7/R 7/R 7/R 7/ | Series A A A A A A A A A A A A A A A A A A A | , Porsch 6,8 6,8 7,84 6,8 5,3 5,52 4,8 4,20 4,4 4,6 4,61 | re Panar 250 7 250 7 250 8 250 8 250 9 250 10 250 12 250 12 250 13 | nera, A ,1 8 ,2 8 ,2 8 ,2 8 ,2 8 ,9 8 ,9 8 ,9 8 ,1 8 ,1 8 ,6 8 ,3 8 | s S S S S S S S S S S S S S S S S S S S | Jaguar) S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | ati Ghib S S S S S S S S | Ii/Quatt | 70porte 155 F 158 159 159 179 213 M 213 237 237 264 279 J | Feb 14 |
| Good: Elegant, refined and performance. Bad: Expensive compared to the SL range. \$500 Coupé S500 Coupé Edition 1 S63 AMG Coupé S63 AMG Coupé Edition 1 S65 AMG Coupé | 1 921 618 2 096 618 2 511 104 2 631 104 3 087 013 | 39 375 42 952 51 423 53 876 63 194 | V8/4663 V8/4663 V8/5461 V8/5461 V12/5980 2-do | P-T P-T P-T P-T P-T or Con | 335/5250 335/5250 335/5250 430/5500 430/5500 463/4800 vertible • | 204 Seats: | 700/1800 700/1800 700/1800 900/2250 900/2250 1000/2300 • Fuel tar | 9/R 9/R 9/R 7/R 7/R 7/R 7/R nk: 75 litre | Series A A A A A S • Bo | 4,6 4,6 4,68 4,2 4,1 0t: 128/1 | 250 10 250 10 250 10 250 12 250 12 250 14 76 • Ma | anTuris ,6 8 ,6 8 ,1 8 ,1 8 ,3 8 intena | smo, Asto S S S S S | on Martin S S S S S S | S S S S S S S S S S S S S S S S S S S | s S S S S S S km • E | s S S S S S | 204 204 204 237 M 237 279 | - - Mar 15 - |
| Good: Ride, status. Bad: Old Comand system, and rather pricey. Our choice: SL50 SL400 SL503 SL63 AMG SL65 AMG | 1 267 253 1 611 944 2 152 789 2 790 990 | 26 001 33 046 44 100 57 144 | V6/2996 V8/4663 V8/5461 V12/5980 2-door C | P-T P-T P-T P-T onvert | 245/5250 320/5250 430/5500 463/4800 ible • Sea | 171 - s: 2 • | 480/1600 700/1800 900/2250 1000/2300 uel tank: 6 | 7/R 7/R 7/R 7/R 0 litres • | A A A A Boot: 2 | 5,2 4,74 4,2 4,0 25/335 d | 250 9 250 10, 250 11 800 13 m ³ • Ma | ,2 6 ,2 6 ,9 6 ,9 6 intena | S S S S nce Plat | S S S n: 6 year | S S S S S S S S S | S S S km • E | S uroNCA | 231 270 | - Feb 13 - - : n/a |
| Good: Updated styling and interior look classy. More fun to drive. Bad: Pricey. Ro SLK200 SLK200 auto SLK250 SLK350 SLK350 SLK55 AMG | 649 599 667 381 712 086 856 022 1 113 595 | 13 377 13 740 14 654 17 596 22 860 | 4/1796 4/1796 4/1796 V6/3498 V8/5461 | P-T P-T P-T P P | 135/5250 135/5250 150/5500 225/6500 310/6800 oor MPV • | 91 - 191 Seats: | 270/1800 270/1800 310/2000 370/3500 540/4500 7 • Fuel ta | 6/R 7/R 7/R 7/R 7/R 7/R | M A A A A | 7,3 8,2 6,6 5,6 5,1 | 240 8 237 7 243 7 250 8 | ,2 6 ,8 6 ,9 6 ,5 6 | \$ \$ \$ \$ \$ | \$ \$ \$ \$ \$ | S S S S S S S S S S S | \$ \$ \$ \$ \$ | \$ \$ \$ \$ \$ | | - - Oct 12 |
| Good: Huge space. Tough. Bad: Hotel-shuttle appearance. Size. Our choice: 2,2 Viano CDI 2,2 Fun Viano CDI 3,0 Trend Viano CDI 3,0 Ambiente Viano CDI 3,0 Ambiente Viano CDI 3,0 Awantgarde Vito | 694 351 718 362 747 886 816 422 822 442 960 746 | 14 292 14 782 15 386 16 787 16 910 19 736 | 4/2143 4/2143 V6/2987 V6/3498 V6/2987 V6/2987 | D-T D-T D-T P D-T D-T | 120/3800 120/3800 165/3800 190/5900 165/3800 165/3800 oor MPV • | Seats: | 360/1600 360/1600 440/1400 340/2500 440/1400 440/1400 8 • Fuel ta | 6/R 5/R 5/R 5/R 5/R 5/R mk: 75 l itre | M A A A A A | 10,4 9,1 9,1 ot: n/a | - 9 201 10 217 14 201 10 201 10 Maint | ,5 4 ,3 4 ,3 4 enance | | | | | NCAP c | | tars |
| Good: Proven reliability and hauling ability. Can do the family thing, too. Bad: Buil Vito 113 CDI CrewBus Vito 116 CDI CrewBus Vito 116 CDI CrewBus AL Vito 116 CDI CrewBus XL Vito 116 CDI CrewBus XL Vito 116 CDI CrewBus Shuttle Vito 116 CDI CrewBus Shuttle Vito 116 CDI CrewBus Shuttle Vito 122 CDI CrewBus Shuttle Vito 122 CDI CrewBus Shuttle Vito 122 CDI CrewBus Shuttle | 542 526 571 368 578 440 586 302 613 374 613 434 640 506 712 124 726 716 | 11 188 11 778 12 331 12 083 12 637 12 638 13 191 14 655 | 4/2143 4/2143 4/2143 4/2143 4/2143 4/2143 4/2143 V6/2987 | D-T D-T D-T D-T D-T D-T D-T D-T | 100/3800 120/3800 120/3800 | : 116 CC | 310/1400 360/1600 360/1600 360/1600 360/1600 360/1600 360/1600 440/1400 | 6/R 6/R 6/R 5/R 6/R 5/R 6/R 5/R 5/R 5/R | 2015. A M M A M A M A A A | 13,4 11,5 11,5 11,5 11,5 9,1 | 176 8 191 8 - 9 191 8 - 9 191 8 - 9 | ,8 2 ,7 2 ,8 2 ,7 2 ,8 2 ,7 2 ,8 2 ,7 2 | \$ \$ \$ \$ \$ \$ \$ | S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | stom, H | \$ \$ \$ \$ \$ \$ \$ \$ | H-1 193 193 214 193 214 193 214 193 214 224 224 | |



| T-W | g Chinese vehicles. Bad: Some quality issues. Our ch MG3 1,5 | 149 900 | 3 164 | 4/1498 | Р | 78/6000 | - | 135/4750 | 5/F | M | 11,5 17 | 4 7, | 6 | | | _ | | | 138 | - |
|---|---|--------------------|-------------------|---|------------|------------------------|-----------|--------------------------|--------------------|---------------|-----------------------------|-----------------|-----------|-------------|-------------|-----------------|----------------------------|-------------|---------------|-------------|
| The second | MG3 1,5 Wired MG3 1,5 Style | 175 900 189 900 | 3 695 3 981 | 4/1498 4/1498 | P P | 78/6000 78/6000 | 64 | 135/4750 135/4750 | 5/F 5/F | | 11,5 17 1,89 17 | 4 7, | 6 | S S | | S S S S S | S S | S S | 138 138 | - Nov 1 |
| | moo ijo otjio | 100 000 | | | | | | _ | -7 | | | | | | | | | | | |
| Dynamics. Bad: Pricing | Ergonomics. Our choice: Luxury. Replacement due: | Unknown. | | o r Sedan / 5 -d nt: Opel Astra | | | | | | | | | | | | | | | | Stars |
| 100 | MG6 saloon 1.8T Comfort | 249 900 | 5 208 | 4/1796 | | 118/5500 | - | 215/2500 | 5/F | M | 8,4 19 | | | S | _ | S S | S | S | 184 | - |
| A | MG6 saloon 1.8T R Comfort MG6 saloon 1.8T Comfort RG Motorsport Edition | 270 900 299 900 | 5 637 6 230 | 4/1796 4/1796 | P-T P-T | 118/5500 165 | | 215/2500 315 | 5/F 5/F | M | 8,4 19 | - 9,5 | 4 | S S | S | S S S | S | S S | 184 184 | ÷ |
| 1 | MG6 saloon 1.8T Luxury MG6 saloon 1.8T Deluxe | 259 900 289 900 | 5 412 6 025 | 4/1796 4/1796 | | 118/5500 118/5500 | | 215/2500 215/2500 | 5/F 5/F | M | 8,4 19 8,4 19 | | | S S | | S S S | S | | 184 184 | - |
| | MG6 saloon 1.8T R Deluxe | 309 900 | 6 434 | 4/1796 | P-T | 118/5500 | - | 215/2500 | 5/F | M | 8,4 19 | 3 9,5 | 4 | S | S | SS | S | S | 184 | Ē |
| | MG6 saloon 1.8T Deluxe RG Motorsport Edition MG6 Fastback 1.8T Comfort | 330 900 249 900 | 6 863 5 208 | | P-T P-T | 165 118/5500 | - 78 | 315 215/2500 | 5/F 5/F | M M | 9,26 20 | - 9,5 5 9,48 | | S | | S S S S | S | S | 184 184 | - |
| | MG6 Fastback 1.8T R Comfort | 270 900 | 5 637 | 4/1796 | P-T | 118/5500 | н | 215/2500 | 5/F | M | 8,4 19 | 3 9,5 | 4 | S | S | S S | S | S | 184 | - |
| | MG6 Fastback 1.8T Comfort RG Motorsport Edition MG6 Fastback 1.8T Luxury | 299 900 259 900 | 6 230 5 412 | 4/1796 4/1796 | P-T P-T | 165 118/5500 | | 315 215/2500 | 5/F 5/F | M | 8,4 19 | - 9,! 3 9,! | | S | | S S S S | S | | 184 184 | - |
| | MG6 Fastback 1.8T Deluxe | 289 900 | 6 025 | 4/1796 | P-T | 118/5500 | - | 215/2500 | 5/F | M | 8,4 19 | 3 9,5 | | S | | S S | S | S | 184 | - |
| | MG6 Fastback 1.8T R Deluxe MG6 Fastback 1.8T Deluxe RG Motorsport Edition | 309 900 330 900 | 6 434 6 863 | | P-T P-T | 118/5500 165 | | 215/2500 315 | 5/F 5/F | M M | 8,4 19 | 3 9,5 - 9,5 | | S S | | S S S S | S | S S | 184 184 | |
| INI | | | | | | | | | | | ww | vw min | i co za | a Tele | nhone | . 0800 (| 00 555 | Dea | alers: | 15 |
| rtible | | | | 2-door Con | vertible | • Seats: | 4 • Fue | el tank: 50 lit | tres • Bo | ot: 120/ | | | | | | | | | | |
| | veable. Great resale value. Bad: Space. Firm ride. Ou | | | | | | | | | | | | | _ | _ | | | | | |
| | Cooper Convertible Cooper Convertible auto | 331 257 350 004 | 6 870 7 254 | 4/1598 4/1598 | P | 90/6000 90/6000 | ÷ | 160/4250 160/4250 | 6/F 6/F | M A | 9,8 19 11,1 19 | | | S | | S S S | S | | 142 160 | - |
| | Cooper S Convertible | 402 975 | 8 336 | 4/1598 | P-T | 135/5500 | 97 | 260/1700 | 6/F | M | 8,08 22 | 1 7,68 | 4 | S | S | S S | S | S | 149 | Jul 0 |
| | Cooper S Convertible auto John Cooper Works Convertible | 420 901 464 822 | 8 703 9 600 | 4/1598 4/1598 | | 135/5500 155/6000 | | 260/1700 280/2000 | 6/F 6/F | A M | 7,6 22 6,9 23 | | | S S | | S S S | S | | 159 167 | - |
| | John Cooper Works Convertible auto | 482 748 | 9 967 | | P-T | 155/6000 | | 280/2000 | 6/F | Α | 7,1 23 | 3 9,1 | 4 | S | S | SS | S | S | 177 | |
| yman Four-door practicality a | nd boutique appeal. Bad: Steep price. Ride on gravel. | . Our choice | e: Cooper S | | | | | | | | | | | | | | | | rasii: 5 | stars |
| A DECEMBER OF THE PARTY OF THE | Cooper Countryman | 343 283 | 7 116 | 4/1598 | Р | 90/6000 | - | 160/4250 | 6/F | | 10,5 19 | | | S | | S S | S | S | 152 | - |
| | Cooper Countryman auto Cooper S Countryman | 362 748 404 488 | 7 514 8 367 | 4/1598 4/1598 | P P-T | 90/6000 | | 160/4250 260/1700 | 6/F 6/F | A M | 11,6 18 7,5 21 | | | S | | S S S | S | S | 177 154 | - |
| 30 | Cooper S Countryman auto | 423 543 | 8 757 | 4/1598 | P-T | 140/5500 | - | 260/1700 | 6/F | Α | 7,8 21 | 2 9,0 | 6 | S | S | S S | S | S | 175 | - |
| | John Cooper Works ALL4 Countryman John Cooper Works ALL4 Countryman auto | 501 272 518 890 | 10 345 10 705 | | | 160/6000 160/6000 | | 300/2100 300/2100 | 6/4 6/4 | M A | 7,0 22 7,0 22 | | | S S | | S S S S | S S | | 186 193 | Oct 1 |
| Great handling Rad: Ra | ittles easily. Our choice: Cooper S. Replacement due | : Unlikely A | lso look at | : VW Reetle | | | | 2 • Fuel tar | | | | | | | | / 75 000 1 | cm • Eu | roNCA | P cras | h: n/a |
| | Cooper Coupé | 314 142 | 6 521 | 4/1598 | Р | 90/6000 | - | 160/4250 | 6/F | M | 9,0 20 | 4 7,0 |) 4 | S | | S S | S | SS | 136 | |
| 100 | Cooper Coupé auto Cooper S Coupé | 333 094 378 168 | 6 908 7 829 | 4/1598 4/1598 | P P-T | 90/6000 135/5500 | 111 | 160/4250 260/1700 | 6/F 6/F | | 10,3 19 7,99 23 | | | S S S | | S S S | S | S | 156 146 | - Jan1 |
| . 89 | Cooper S Coupé auto John Cooper Works Coupé | 395 991 437 912 | 8 194 9 050 | 4/1598 4/1598 | P-T P-T | 135/5500 155/6000 | - | 260/1700 280/2000 | 6/F 6/F | A M | 7,1 22 6,4 24 | | | S | S S | S S | S | S | 155 163 | - |
| | John Cooper Works Coupé auto 3-door/5-door | 455 838 | 9 417 | 4/1598 | P-T | 155/6000 | Posts 16 | 280/2000 | 6/F | Α | 6,6 23 | 8 8,9 | 4 | S | S | SS | S | | 173 | - |
| mproved packaging and | good 3-cylinder engine. Bad: Has lost some of its indiv | | | | | | | <u> </u> | | _ | | | | | _ | | | | | stars |
| - | Cooper Hatch 3-door | 303 500 | 6 303 | | _ | 100/4500 | - | 230/1250 | 6/F | M | 7,9 21 | | | S | | S S | S | S | 105 | - |
| | Cooper Hatch 3-door auto Cooper S Hatch 3-door | 320 400 371 847 | 6 649 7 700 | 3/1499 4/1998 | | 100/4500 141/4700 | 110 | 230/1250 300/1250 | 6/F 6/F | A M | 7,8 21 7,79 23 | | | S | | S S S S | S | S | 112 138 | - Jun 1 |
| | Cooper S Hatch 3-door auto | 387 618 | 8 022 | 4/1998 | | 141/4700 | - | 300/1250 | 6/F | A | 6,7 23 | | | S | | S S | S | S | 127 | - |
| | Cooper Hatch 5-door Cooper Hatch 5-door auto | 312 500 329 400 | 6 487 6 832 | 3/1499 3/1499 | | 100/4500 100/4500 | - 77 | 220/1250 220/1250 | 6/F 6/F | M A | 8,2 20 8,85 20 | | | S | | S S S | S | | 114 116 | - Feb 1 |
| | Cooper S Hatch 5-door | 383 052 | 7 929 | | | 141/4700 | - | 280/1250 | 6/F | M | 6,9 23 | | | S | | SS | S | S | 140 | - |
| | Cooper S Hatch 5-door auto John Cooper Works Hatch 3-door | 398 823 447 591 | 8 251 9 248 | | | 141/4700 170/5200 | Ė | 280/1250 320/1250 | 6/F 6/F | A M | 6,8 23 6,3 24 | | | S | S S | S S S | S | | 129 155 | - |
| an | John Cooper Works Hatch 3-door auto | 467 436 | 9 654 | | | 170/5200 ver • Sea | ts: 4 • I | 320/1250 uel tank: 47 | 6/F / litres ● | A Boot: 19 | 6,1 24 | 6 7,0 | 6 | | | S S | S m • Fu | | 134 P cras | - h: n/a |
| | surprisingly compliant ride. Bad: Pricey when spec | ed too gen | erously. O | | | | | | | | | | | e, Citroë | | | | | | |
| No. | Cooper S Paceman Cooper S Paceman auto | 404 488 423 543 | 8 367 8 757 | | | 140/5500 140/5500 | | 260/1700 260/1700 | 6/F 6/F | M A | 7,4 21 7,7 21 | | | S S | | S S S S | S | S | 154 175 | • |
| - L | John Cooper Works ALL4 Paceman | 501 272 | 10 345 | 4/1598 | P-T | 160/6000 | | 300/2100 | 6/4 | M | 6,9 22 | 6 9,6 | 6 | S | S | S S | S | S | 186 | - |
| ter | John Cooper Works ALL4 Paceman auto | 518 890 | 10 705 | | | 160/6000 vertible • | Seats: | 300/2100 2 • Fuel tar | 6/4 nk: 50 litr | A es • Bo | 6,9 22 ot: 200 dr | | | | | S S / 75 000 | S (m • Eu | | 193 P cras | h: n/a |
| | a little bumpy for a convertible. Our choice: Cooper | _ | | Unlikely. A ls e | | t: Abarth 5 | | at 500C, Aud | li A3 Cabı | | lkswage | n Golf / (| GTI Cab | | | | | | | |
| | Cooper Roadster Cooper Roadster auto | 349 757 368 504 | 7 249 7 632 | 4/1598 4/1598 | P P | 90/6000 90/6000 | ÷ | 160/4250 160/4250 | 6/F 6/F | M | 9,2 19 10,5 19 | 9 7,3 | 3 4 | S S S | S S S | S S S S S | S | S S S | 142 160 | - |
| A. | Cooper S Roadster | 414 475 | 8 571 | 4/1598 | P-T | 135/5500 | - | 260/1700 | 6/F | A M | 7 0 22 | 7 77 | 4 | S | S | S S S | S | S | 149 | |
| | Cooper S Roadster auto John Cooper Works Roadster | 432 401 472 322 | 8 938 9 754 | 4/1598 | P-T | 135/5500 155/6000 | | 260/1700 280/2000 | 6/F 6/F | A M | 7,2 22 6,5 23 6,7 23 | 7 8,6 | 2 4 4 4 4 | S S S | S S S | S S S S | \$ \$ \$ \$ \$ | S S | 159 167 | - |
| | John Cooper Works Roadster auto | 490 248 | 10 120 | 4/1598 | P-T | 155/6000 | - | 280/2000 | 6/F | Α | 6.7 23 | 5 9,1 | 4 | S | S | SS | S | S | 177 | - |









| RACELOGIC Data collected using Racelogic VBOX. See CARmag.co.za | PRICE | HO (H) | ENGINE | ,5UE) | CONTES CONTES | A OWE | NOROW VINDUK | GEAR. | | a.100 | | 9 | AIRE | | ~ | Source Source | AIR C | AUNI | | SMOON | |
|--|---|---|--|--|--|--|--|--|---|---|--|---|---|---------------------------------------|---|---|---|--------------------------------------|--|--|--|
| Mitera Good: Big on value and space. Economy. Bad: Bland. Our choice: 1,2 Visia+. Repla Micra 1,2 Visia+. Micra 1,5 Tekna | 146 100 176 800 | 3 086 | 015. Also look 3/1198 4/1461 | P P | V Polo Vivo 56/6000 73/6000 | , Ford F - 74 | i • Seats: 4 igo, Renaul 104/4400 134/4800 5 • Fuel ta | t Sandero 5/F 5/F | , Toyo M M | 13,2 10,58 | 166 180 | 6,2 7,56 | 4 6 | S S | S S | S S | S S | 0 S | S S | 124 150 | - Jul 11 |
| Good: Interesting looks. Upmarket, luxurious cabin. Power. Bad: Scattered control Murano 3,5 | s. Economy. 634 500 | | | l only. F | Replaceme | ent due: | | Also look | at: Vo | Ivo XC60 |), Audi | Q5, B1 | MW X3 | | | | | | | | |
| Navara 2/4- Good: Handsome leisure bakkie that doesn't mind rolling up its sleeves. Huge appeal. Navara 2,5dCi KingCab XE Navara 2,5dCi CingCab 4x4 XE Navara 2,5dCi Double Cab XE Navara 2,5dCi Double Cab 4x4 XE Navara 2,5dCi Double Cab LE Navara 2,5dCi Double Cab 4x4 LE Navara 2,5dCi Double Cab 4x4 LE Navara 3,0dCi V6 Double Cab 4x4 LE Navara 3,0dCi V6 Double Cab 4x4 LE | | 7 319 8 204 7 785 8 688 8 786 9 040 9 534 10 227 10 354 | 4/2488 4/2488 4/2488 4/2488 4/2488 4/2488 4/2488 4/2488 4/2488 4/2488 | D-T D-T D-T D-T D-T D-T D-T D-T D-T D-T | 106/4000 128/4000 106/4000 128/4000 106/4000 128/4000 128/4000 140/4000 140/4000 170/3750 | 2,5 dCi X - - - - - - - - - - - 76 | | 6/R 6x2/2-4 6/R 6x2/2-4 6/R 6/R 5/R 6x2/2-4 5x2/2-4 7x2/2-4 | M M M M M M M A A | 15. Also 12,93 12,21 12,93 12,21 12,93 12,93 13,5 12,21 - 9,31 | 173 179 173 179 173 179 173 173 170 179 | t: VW A 10,4 10,8 10,4 10,8 10,4 10,0 10,4 10,2 10,8 11,4 | Amarok 2 2 2 2 2 2 6 6 6 6 6 | S S S S S S S S S S S S S S S S S S S | s S S S S S S S S S S S S S S S S S S S | x, Ford S S S S S S S S | Range S S S S S S S S S S | S S S S S S S S | S S S S S S S S S | 229 238 229 238 229 217 230 224 238 246 | - - - - - - - - Dec 10 |
| Good: Spacious cabin. Load-carrying ability. Modern features. Bad: Some trim qua NP200 1,6i NP200 1,6i pack NP200 1,6 16v SE NP200 1,6 16v SE NP200 1,5 6Ci SE | 139 000 156 300 169 000 169 000 198 900 197 900 221 300 | 2 941 3 295 3 554 3 554 4 165 4 145 4 623 | 4/1598 4/1598 4/1598 4/1598 4/1598 4/1461 4/1461 | P P P P D-T D-T | 64/5500 64/5500 64/5500 77/5750 77/5750 63/3750 63/3750 | - - - - 61 - | 128/3000 128/3000 128/3000 148/3750 148/3750 200/1900 200/1900 | 5/F 5/F 5/F 5/F 5/F 5/F 5/F | M M M M M | 13,37 13,37 13,6 13,6 | 169 153 153 | 9,7 9,7 9,7 9,6 8,52 6,4 6.4 | 2 2 2 2 2 2 2 2 | - S S - S S | - S - S - S | S S S S S | O S S S S S | 0 0 8 8 8 | - - - S - S | 192 192 192 189 189 140 | Jul 09 |
| Good: Proven workhorse. Well-priced and offers good value. Bad: Nota lot at thos NP300 Hardbody 2,0 NP300 Hardbody 2,5 TDi NP300 Hardbody 2,5 TDi iHi-rider NP300 Hardbody 2,5 TDi iHi-rider NP300 Hardbody 2,5 TDi iHi-rider NP300 Hardbody 2,5 TDi i 4x4 NP300 Hardbody 2,5 TDi Di Double Cab Hi-rider NP300 Hardbody 2,5 TDi Double Cab Hi-rider NP300 Hardbody 2,4 Double Cab Hi-rider NP300 Hardbody 2,4 Double Cab 4x4 | | 3 395 3 938 3 981 4 539 5 385 5 465 6 066 6 914 6 534 | | P P D-T D-T D-T P D-T D-T P | 84/5600 84/5600 98/3600 98/3600 98/3600 105/5600 98/3600 98/3600 105/5600 105/5600 | Unknov | | 5/R 5/R 5/R 5/R 5/R 5/R 5/R 5x2/2-4 5x2/2-4 5/R 5/R 5x2/2-4 | M Ste | 14,0 13,5 13,5 13,5 13,5 13,5 13,5 14,0 13,5 | 151 165 165 165 170 165 170 165 160 170 | 12,0 12,0 9,6 9,6 9,6 13,3 11,3 10,6 13,2 14,0 | 2 - 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 | Mitsub S S S S S S S S | s s s s | riton S S S S S S S S S S S S S S S S S S S | - S - S S S S S S | - - - - - S S | - - - - S - - - S S | 237 237 211 211 211 261 247 233 259 274 | |
| Good: Manueverable and practical. Bad: Fixed rear windows. Our choice: 1,6i. Rep. NV200 Combi 1,6i Visia NV200 Combi 1,5dCi Visia | 277 900 303 900 | 5 780 | 4/1597 4/1461 | P D-T | agen Cadd 81/6000 66/4000 | y/Tour 58 - | | Innova, Ch 5/F 5/F | M M | et Orlan 12,54 - | do, Ma 160 - | 8,8 6,1 | 4 | S S | S S | S S | S S | S S | S S | 169 134 | Jan 14 - |
| Pathfinder Good: Humungous cabin. Good off-road. Ride. Bad: Very expensive V6 dCi. Our choice: 2,5 Pathfinder 2,5dCi SE Pathfinder 2,5dCi LE Pathfinder 2,5dCi LE Pathfinder 3,0dCi V6 LE Patrol 2-door Pick-Up/5-do | 494 900 510 700 653 500 762 200 | 10 215 10 538 13 457 15 678 | ue: Unknown. J 4/2488 4/2488 4/2488 V6/2991 | D-T D-T D-T D-T D-T | 140/4000 140/4000 140/4000 140/4000 170/3750 | olet Cap - 63 63 - | tiva / Trailbla 450/2000 450/2000 450/2000 550/1750 | 6x2/2-4 5x2/2-4 5x2/2-4 5x2/2-4 7x2/2-4 | M A A A | kee / Grai 11,0 11,39 10,7 8,9 | 186 186 186 186 195 | rokee, 10,2 10,8 10,8 10,8 11,2 | Foyota F 6 6 6 6 | S S S S | S S S S | do, Mir S S S | S S S S | i Pajero S S S | Spor S S S | t / Pajer 224 238 238 246 | o - Jun 13 - - |
| Good: Drive over anything ability. Bad: Huge! Fue! thirsty. Our choice: 3,0Di GL. Rep Patrol 3,0Di Pick-Up Patrol 3,0Di GL Patrol 4,8 GRX Qashuat | | u e: Unkno 10 244 14 419 | wn. Also look 4/2953 4/2953 6/4759 | D-T D-T P | yota Land (110/3600 118/3600 190/4800 | Cruiser, 46 - - | | 5x2/2-4 5x2/2-4 5x2/2-4 5x2/2-4 | M M A | 16,80 18,8 9,9 | - 160 190 | 13,1 13,0 21,2 | 2 2 4 | S S S | S S S | S S S | S S S | - S S | S S S | 289 287 424 | |
| Good: Improved interior and still a good all-rounder. Bad: CVT transmission not ou Qashqai 1,2T Visia Qashqai 1,2T Acenta Qashqai 1,5dCi Acenta Qashqai 1,6dCi Acenta Qashqai 1,6dCi Acenta Qashqai 1,6dCi Acenta auto Qashqai 1,6dCi Acenta auto Qashqai 1,6dCi AWD Acenta Sentra | 281 900 311 600 327 700 332 200 357 700 384 400 385 700 | 5 862 6 469 6 798 6 890 7 411 7 957 7 983 | r choice: Pos 4/1197 4/1197 4/1197 4/1461 4/1618 4/1598 4/1598 | P-T P-T P-T D-T D-T D-T D-T | 85/4500 85/4500 85/4500 85/5200 81/4000 120/5600 96/4000 4-door Se | enta. Re | 190/2000 190/2000 165/1750 260/1750 240/2000 320/1750 320/1750 Geats: 5 • F | 6/F 6/F V/F 6/F 6/F 6/F V/F 6/4 | M M V M M A M | 10,9 10,9 12,9 11,9 9,1 12,04 10,5 es • Bot | 185 185 173 182 200 183 190 ot: 448 | 7,4 7,4 7,4 5,0 7,2 5,9 6,4 dm ³ | 6 6 6 6 6 Service | Ford I S S S S S S | S S S S S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S S | s S S S S S S | S S S S S S S | a Sport 144 144 144 109 138 129 139 | |
| Good: Spacious, comfortable family sedan. Bad: Middling specification and bland Sentra 1,6 Acenta Sentra 1,6 Acenta auto X-Trail Card blate in a case a Bad Shira to aleast a Case a Superior Associated Asso | 231 300 254 000 | 4 827 5 291 | 4/1598 4/1598 5 | P P door S | 85/5600 85/5600 | 76 - ts: 4/5 • | 154/4000 154/4000 Fuel tank: | 5/F V/F 60 litres | M A Boo | 11,19 - t: 368/1 2 | 180 180 48 dm | 7,92 7,4 ³ • Se | 6 6 rvice P | | | | | | | 149 crash: 5 | |
| Good: Interior space. Bad: Styling too close to Qashqai's. Our choice: Any of the 1,6 dCi deriva XTrail 2,0 Xx SE XTrail 1,6 dCi 4x4 SE XTrail 1,6 dCi 4x4 SE XTrail 1,6 dCi 4x4 LE | 327 700 364 200 351 000 388 300 473 600 | 6 798 7 544 | 4/1997 4/2488 4/1598 | P P D-T D-T | 102/5200 125/6000 96/4000 96/4000 | | 198/4400 226/4400 320/1750 320/1750 320/1750 | 6/F V/4 6/F 6/F 6/4 6/4 | M V M | 10,84 10,5 10,5 11,0 11,0 | 183 190 188 186 | 10,0 10,0 10,0 6,1 6,4 6,4 | 6 6 6 6 6 | S S S S S | S S S S S | S S S S S | S S S S S | s S S S S | S S S S S | | guan Dec 14 |







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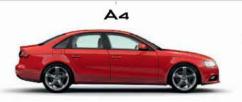
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| | o.za | 4 | FWG | 450 | to 0 | 1 5%. | 3 | 12 | 0 | 20 | 50 | A, | 4 | 20 | 765 | 4 | 4 | 52 | 2.0 | (A) (A) |
|--|---|--|--|--|---|--|---|--|--|---|--|--|--|---|--|--|---------------------------------------|---------------------------------------|--|---|
| 3 | | 5-door l | MPV/Cross-Ove | r • Seats: | 4/5 • Fuel | tank: 60 litre | s • Boot: | 392/13 | 320 dm³ | • Mai | intenar | nce Pla | n: 5 y | ear/1 | 00 000 | km • | EuroN | ICAP | crash: | stars |
| d: Spacious and comfortable. Good performance. Bad: A tad pricey. Our choice: 1, | | | | | | | | | | _ | | | | | | | | | | _ |
| 3008 1,6 Access 3008 1,6T Active | 289 900 339 900 | 6 025 7 047 | | P 88/6 P-T 115/6 | | 160/4250 240/1400 | 5/F 6/F | | 13,3 8,9 | | 8,0 8,3 | | S S | S | S | S | S | S | 155 159 | |
| 3008 2.0HDi Allure | 417 900 | | 4/1997 | D-T 120/3 | 750 - | 340/2000 | 6/F | Α | 10.2 | 190 | 7.3 | 6 | S | S | S | S | S | S | 159 | otovo |
| d: Spacious and relatively frugal. Bad: Ride quality. Our choice: 1,6T Active | will do. Replac | ement du | | | | tank: 72 litre Honda Acco | | | | | | | | | | | HUITON | MUATE | URSIN | stars |
| 508 1,6T Active | 387 900 | | | P-T 115/6 | | 240/1400 | | | 8,6 | | | | S | | S | S | S | S | 149 | - |
| 508 1,6T Allure | 408 900 | 8 457 | 4/1598 | P-T 115/6 | 000 75 | 240/1400 | 6/F | Α_ | 10,2 | 220 | 8,52 | 6 | S | S | S | S | S | S | 164 | Apr 12 |
| | 0 1 : 1 | | | | | 4 • Fuel tank | | | | | | | | 1: 5 yea | ar/100 | 000 k | m • Eu | iroNC | AP cra | sh: n/a |
| d: Stylish exterior, powerful engine, good spec level. Bad : Poor resale value RCZ 1.6T | 539 900 | | | | _ | 275/1700 | | | N Sciro 8,8 | | | | | S | S | S | S | S | 168 | Nov 10 |
| RCZ 1,6T auto | 542 900 | | | P-T 115/6 | | 240/1400 | | | 8,4 | | | | | S | | | S | | 168 | - |
| by accomply the | | | | | | | | | | | | | | | | | | | | |
| ORSCHE | | | | | ww | w.porsche | .co.za | Telep | ohone: | 011 5 | 540 50 | 00 / 0 | 21 55 | 55 680 | 00 / 00 | 31 51 | 4 300 | 0 D | ealer | s: 3 |
| | 2-do | or Coupé, | /Targa / Cabrio | et • Seats | :2+2 (GT3 | 2) • Fuel ta | nk: 64 litre | s • Bo | oot: 120 | dm³ ∙ | Maint | tenanc | e Plai | n: 3 ye: | ar/90 | 000 kn | n • Eu | iroNC | AP cra | sh: n/a |
| d: Shattering all-round ability. Quality. Even quite good value. Bad: Awkard steering-mount | | | A CONTRACTOR OF THE PARTY OF TH | | _ | | | | | | | _/ Merce | | MG GT | , BMW | 6/M6, | | | | /antage |
| 911 Carrera Coupé 911 Carrera 4 Coupé | 1 146 000 1 262 000 | | H6/3436 H6/3436 | P 257/7 P 257/7 | | 390/5600 390/5600 | 7/R 7/4 | A | 4,6 4,7 | | 9,8 | 6 | S | S | S | S | S | S | 191 200 | |
| 911 Carrera S Coupé | 1 317 000 | 27 018 | H6/3800 | P 294/7 | 400 199 | | 7/R | Α | 4,26 4,61 | 302 1 | 10,44 10,92 | 6 | S | S | S | S | S | S | 202 212 | Jul 12 |
| 911 Carrera 4S Coupé 911 Carrera Cabriolet | 1 419 000 1 287 000 | 26 404 | H6/3436 | P 294/7 P 257/7 | 400 - | 390/5600 | 7/4 7/R | A | 4,8 | 284 | 10,92 | 6 | S | S | S | S | S | S | 195 | Jun 13 - |
| 911 Carrera 4 Cabriolet 911 Carrera S Cabriolet | 1 396 000 1 445 000 | | | P 257/7 P 294/7 | | | 7/4 7/R | A | | | 10,4 10,7 | 6 | S | S | S | S | S | S | 202 | - |
| 911 Carrera 4S Cabriolet | 1 560 000 | 31 984 | H6/3800 | P 294/7 | 400 - | 440/5600 | 7/4 | Α | 4,5 | 294 | 11,0 | 6 | S | S | S | S | S | S | 214 | - |
| 911 Carrera GTS Coupé 911 Carrera 4 GTS Coupé | 1 484 000 1 587 000 | | | P 316/7 P 316/7 | | | 7/R 7/4 | A | | | 10,4 10.9 | 6 | S | S | S | S | S | S | 202 | |
| 911 Carrera GTS Cabriolet | 1 609 000 | 32 986 | H6/3800 | P 316/7 | 500 - | 440/5750 | 7/R | Α | 4,2 | 302 | 10,7 | 6 | S | S | S | S | S | S | 207 | - |
| 911 Carrera 4 GTS Cabriolet 911 targa 4 | 1 727 000 1 395 000 | 35 397 28 612 | | P 316/7 P 257/7 | | | 7/4 7/R | A | 4,2 5,0 | | 11,0 10,4 | | S | S | S | S | S | S | 214 204 | |
| 911 targa 4S 911 targa 4 GTS | 1 555 000 | 31 882 | | P 294/7 P 316/7 | | | 7/R | A | 4,6 | | 11,0 11.0 | | S | S | S | S | S | S | 214 | - |
| 911 GT3 | | 35 418 47 007 | | P 316/7 P 350/8 | | | 7/4 7/R | A | | | 14,9 | 6 | S | S | S | S | S | S | 214 289 | |
| 911 turbo Coupé 911 turbo Cabriolet | | 49 950 52 525 | | P-T 383/6 P-T 383/6 | | | 7/4 7/4 | A | | | 11,6 11,9 | | S | S | S | S | S S | S | 227 | |
| 911 turbo S Coupé | 2 890 000 | 59 168 | H6/3800 | P-T 412/6 | 500 - | 700/2100 | 7/4 | A | 3,1 | 318 | 11,6 | | S | S | S | S | S | S | 227 | |
| 911 turbo S Cabriolet | | 62 887 | H6/3800 | P-T 412/6 | 500 - | 700/2100 | 7/4 | Α | 3.2 | 318 | 11.9 | 6 | S | S | S | S | S | S | 231 | - |
| ster | 2- | door Com | vertible • Seat: | : 2 • Fuel | tank: 64 lit | res • Boot: 1 | 36 dm 3 (fr | ont) 8 | 0 dm³ (r | ear) • | Maint | tenanc | e Plai | n: 3 ye | ar/90 | 000 kn | n • Eu | iroNC | AP cra | sh: n/a |
| d: Outstanding mid-engined Roadster that is relatively affordable. Bad: Very | y little. Our choi | ce: S PDK | Ad . | due : GTS a | dded. Als d | look at: BM | W Z4, Jag | uar F-1 | Туре Со | nvertib | ole, Me | rcedes | s-Ben | z SLK | | | . = | | | sh: n/a |
| d: Outstanding mid-engined Roadster that is relatively affordable. Bad : Very Boxster | y little. Our choi 771 000 | ce : S PDK 15 858 | Replacement H6/2706 | due: GTS a P 195/6 | dded. Als o 700 - | look at: BM 280/4500 | W Z4, Jag 7/R | uar F-1 A | Type Co 5,7 | nvertib 262 | ole, Me 9,5 | rcedes 6 | s-Ben S | z SLK S | S | S | S | S | 183 | |
| d: Outstanding mid-engined Roadster that is relatively affordable. Bad: Very | y little. Our choi | ce : S PDK 15 858 16 757 | H6/2706 H6/3436 | due : GTS a | dded. Also 700 - 700 - | 280/4500 360/4500 | W Z4, Jag | uar F-1 | Type Co 5,7 5,0 | nvertib 262 277 | ole, Me 9,5 9,8 | ercedes 6 6 | s-Ben | z SLK S S | S S | | . = | | 183 | - Oct 12 |
| d: Outstanding mid-engined Roadster that is relatively affordable. Bad : Very Boxster Boxster S | y little. Our choi 771 000 815 000 | ce : S PDK 15 858 16 757 | H6/2706 H6/3436 | due: GTS a P 195/6 P 232/6 | dded. Also 700 - 700 - | 280/4500 360/4500 | W Z4, Jag 7/R 7/R | uar F-1 A A | Type Co 5,7 5,0 | nvertib 262 277 | ole, Me 9,5 9,8 | ercedes 6 6 | s-Ben S S | z SLK S S | S S | S S | S S | S S | 183 190 | |
| d: Outstanding mid-engined Roadster that is relatively affordable. Bad: Very Boxster Boxster S Boxster GTS enne | y little. Our choi 771 000 815 000 928 000 | ce: S PDK 15 858 16 757 19 067 | . Replacement H6/2706 H6/3436 H6/3436 | P 195/6 P 232/6 P 243/6 | dded. Also 700 - 700 - 700 - | 280/4500 360/4500 370/4500 | W Z4, Jag 7/R 7/R 7/R | uar F-1 A A A A | Type Cor 5,7 5,0 4,9 | nvertib 262 277 279 dm³ • | ole, Me 9,5 9,8 9,8 Maint | 6 6 6 6 | s-Ben S S S | z SLK S S S | S S S | S S S | S S S | S S S | 183 190 190 | - Oct 12 - |
| d: Outstanding mid-engined Roadster that is relatively affordable. Bad: Very Boxster Boxster S Boxster GTS enne d: Space. Performance. Value. Bad: Not much. Our choice: Diesel. Replace | y little. Our choi 771 000 815 000 928 000 5-door ement due: Face | 15 858 16 757 19 067 SUV • Si | . Replacement | due: GTS a P 195/6 P 232/6 P 243/6 nnk: 85 (nor | dded. Also 700 - 700 - 700 - 700 - - turbo) 1 0 | 280/4500 360/4500 370/4500 0 (turbo) litro Sport, Audi (| W Z4, Jag 7/R 7/R 7/R 7/R es • Boot: | A A A A 384/45 | Type Cor 5,7 5,0 4,9 56/1 336 enz ML, | 262 277 279 dm ³ • | 9,5 9,8 9,8 9,8 Maint | 6 6 6 6 | S S S S e Plar | S S S n: 3 yea | S S S ar/90 X70, Le | S S S | S S S | S S S | 183 190 190 | - Oct 12 - |
| d: Outstanding mid-engined Roadster that is relatively affordable. Bad: Very Boxster Boxster S Boxster GTS enne | y little. Our choi 771 000 815 000 928 000 5-door ement due: Face 852 000 921 000 | 15 858 16 757 19 067 SUV • Stelifted. Als 17 514 18 924 | Replacement H6/2706 H6/3436 H6/3436 H6/3436 eats: 5 • Fuel ta to look at: BMW V6/3598 V6/2967 | P 195/6 P 232/6 P 243/6 P 243/6 Ink: 85 (nor / X5/X6, Ra P 220/6 D-T 180/3 | dded. Also 700 - 700 - 700 - 1-turbo) 10 nge Rover 300 - 800 - | 280/4500 360/4500 370/4500 0 (turbo) litro Sport, Audi (400/3000 550/1750 | W Z4, Jag 7/R 7/R 7/R 7/R 25 • Boot: 17, Merced 8/4 8/4 | uar F-1 A A A 384/45 des-Be A | 5,7 5,0 4,9 56 /1 336 enz ML, 7,7 | 262 277 279 dm³ • Volksv 230 221 | 9,5 9,8 9,8 9,8 Maint wagen 11,0 7,9 | 6 6 6 6 Cenance Touare | s-Ben S S S e Pla eg, Inf S | z SLK S S S n: 3 yea initi O | S S S ar/90 X70, Le | S S S O000 km exus R S | S S S | S S IroNC | 183 190 190 AP cras | - Oct 12 - |
| d: Outstanding mid-engined Roadster that is relatively affordable. Bad: Very Boxster S Boxster S Boxster GTS entire d: Space. Performance. Value. Bad: Not much. Our choice: Diesel. Replace Cayenne Cayenne Cayenne Cayenne Cayenne S | y little. Our choi 771 000 815 000 928 000 5-door ement due: Face 852 000 921 000 986 000 | 15 858 16 757 19 067 SUV • Selifted. Als 17 514 18 924 20 252 | Replacement H6/2706 H6/3436 H6/3436 H6/3436 eats:5 • Fuel ta to look at: BMW V6/3598 V6/2967 V6/3604 | P 195/6 P 232/6 P 243/6 P 243/6 NK: 85 (non / X5/X6, Ra P 220/6 D-T 180/3 P-T 309/6 | dded. Also 700 - 700 - 700 - -turbo) 1 0 nge Rover 300 - 800 - | 280/4500 360/4500 370/4500 0 (turbo) litro Sport, Audi (400/3000 550/1750 550/1350 | W Z4, Jagu 7/R 7/R 7/R 25 • Boot: 27, Merced 8/4 8/4 | A A A 384/45 des-Be A A | Type Cor 5,7 5,0 4,9 56/ 1 336 enz ML, 7,7 7,3 5,5 | 262 277 279 dm³ • Volksv 230 221 259 | 9,5 9,8 9,8 9,8 Maint wagen 11,0 7,9 | 6 6 6 6 Touare 8 8 | s-Ben S S S e Pla eg, Inf S S | s S S S S S S S S S S S S S S S S S S S | S S S ar/90 X70, Le S S | S S S OOO kn exus R S S S | S S S | S S S S S | 183 190 190 AP cras | - Oct 12 - sh: n/a - - |
| d: Outstanding mid-engined Roadster that is relatively affordable. Bad: Very Boxster S Boxster S Boxster GTS enine d: Space. Performance. Value. Bad: Not much. Our choice: Diesel. Replace Cayenne Cayenne diesel | y little. Our choi 771 000 815 000 928 000 5-door ement due: Face 852 000 921 000 | 15 858 16 757 19 067 19 067 SUV • Selifted. Als 17 514 18 924 20 252 23 257 | Replacement H6/2706 H6/3436 H6/3436 H6/3436 eats: 5 • Fuel ta to look at: BMW V6/3598 V6/2967 V6/3604 V6/2995 P | P 195/6 P 232/6 P 243/6 P 243/6 NK: 85 (non / X5/X6, Ra P 220/6 D-T 180/3 P-T 309/6 | dded. Also 700 - 700 - 700 - - - - - - - - - - - - - - | 280/4500 360/4500 370/4500 0 (turbo) litro Sport, Audi (400/3000 550/1750 550/1350 | W Z4, Jag 7/R 7/R 7/R 7/R 25 • Boot: 17, Merced 8/4 8/4 | uar F-1 A A A 384/45 des-Be A | 5,7 5,0 4,9 56 /1 336 enz ML, 7,7 | 262 277 279 dm³ • Volksv 230 221 259 243 | 9,5 9,8 9,8 9,8 Maint wagen 11,0 7,9 | ercedes 6 6 6 6 Touare 8 8 8 8 | s-Ben S S S e Plat eg, Inf S S S | z SLK S S S n: 3 yea initi O | S S S ar/90 X70, Le | S S S O000 km exus R S | S S S | S S IroNC | 183 190 190 AP cras | - Oct 12 - sh: n/a - |
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| d: Outstanding mid-engined Roadster that is relatively affordable. Bad: Very Boxster S Boxster S Boxster GTS enne d: Space. Performance. Value. Bad: Not much. Our choice: Diesel. Replace Cayenne Cayenne Cayenne S Cayenne S Cayenne S e-hybrid Cayenne S Giesel Cayenne GTS Cayenne GTS Cayenne turbo Cayenne turbo Cayenne turbo S man | y little. Our choi 771 000 815 000 928 000 5-door ement due: Face 852 000 921 000 986 000 1 133 000 1 176 000 1 760 000 2 255 000 | 15 858 16 757 19 067 SUV • Selifted. Als 17 514 18 924 20 252 23 257 23 625 24 136 36 072 46 189 2-do | Replacement H6/2706 H6/3436 H6/3436 H6/3436 eats: 5 ● Fuel ta to look at: BMW V6/3598 V6/2967 V6/3504 V6/2995 P V8/4134 V6/3604 V8/4806 V8/4806 or Coupe ● Sea | P 195/6 P 232/6 P 243/6 P 243/6 P 243/6 P 243/6 mk: 85 (nor | dded. Alsc 700 - 700 - 700 - 700 - 100 | 280/4500 360/4500 370/4500 0 (turbo) litro Sport, Audi (400/3000 550/1750 550/1350 500 850/2000 600/1600 750/2520 800/2500 itres • Boot | W Z4, Jag; 7/R 7/R 7/R 7/R 7/R 7/R 8.4 8.4 8.4 8.4 8.4 8.4 8.4 8.4 8.4 8.4 | A A A A A A A A A A A A A A A A A A A | 5,7 5,0 4,9 56/1 336 enz ML, 7,7 7,3 5,5 5,9 5,4 5,2 4,5 4,1 72 dm³(i | 262 277 279 dm³ • Volksv 230 221 259 243 252 262 279 284 rear) • | 9,5 9,8 9,8 9,8 Maint wagen 11,0 7,9 11,4 4,1 9,6 11,8 13,4 13,8 | ercedes 6 6 6 6 Touare 8 8 8 8 8 8 8 tenance | s-Ben S S S S S e Plat S S S S S S | z SLK S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | 183 190 190 AP cras 215 173 223 79 209 228 261 267 | Oct 12 |
| d: Outstanding mid-engined Roadster that is relatively affordable. Bad: Very Boxster S Boxster S Boxster S Boxster GTS d: Space. Performance. Value. Bad: Not much. Our choice: Diesel. Replace Cayenne Cayenne Cayenne S Cayenne S Cayenne S e-hybrid Cayenne S e-hybrid Cayenne GTS Cayenne GTS Cayenne turbo Cayenne turbo Cayenne turbo S min d: Taut chassis, Superb handling. Bad: Meagre specification. Our choice: C | y little. Our choi 771 000 815 000 928 000 5-door ement due: Face 852 000 921 000 986 000 1 133 000 1 176 000 1 760 000 2 255 000 cayman S. Repla | 15 858 16 757 19 067 SUV • Stellifted. Als 17 514 18 924 20 252 23 257 23 625 24 136 36 072 46 189 2-do | Replacement H6/2706 H6/3436 H6/3436 H6/3436 eats: 5 ● Fuel ta to look at: BMW V6/3598 V6/2967 V6/3504 V6/2995 P V8/4134 V6/3604 V8/4806 V8/4806 or Coupé ● Sea | due: GTS a P 195/6 P 232/6 P 243/6 P 243/6 P 243/6 nk: 85 (nor / X5/X6, Ra P 220/6 D-T 180/3 P-T 309/6 S/H 3 D-T 283/3 D-T 283/3 P-T 324/6 P-T 341/6 P-T 345/6 P-T 419/6 Ris: 2 • Fue Also look | dded. Alsc 700 - 700 - 700 - 700 - 700 - 100 | 280/4500 360/4500 370/4500 370/4500 0 (turbo) litra Sport, Audi (400/3000 550/1750 550/1750 590e 850/2000 600/1600 750/2250 800/2500 itres • Boot | W Z4, Jag! 7/R 7/R 7/R 7/R 7/R 25 • Boot: 27, Merced 8/4 8/4 8/4 8/4 8/4 8/4 8/4 8/4 7 7, Nissal | A A A A A A A A A A A A A A A A A A A | 5,7 5,0 4,9 56/1 336 enz ML, 7,7 7,3 5,5 5,9 5,4 5,2 4,5 4,1 72 dm³(t, | 262 277 279 dm³ • Volksv 230 221 259 243 252 262 279 284 rear) • rF-Typ | 9,5 9,8 9,8 9,8 Maint wagen 11,0 7,9 11,4 4,1 9,6 11,8 13,4 13,8 Maint e Cour | ercedes 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 | s-Ben S S S S S S S S S S S S S S S S S S S | z SLK S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | 183 190 190 AP cras 215 173 223 79 209 228 261 267 AP cras | Oct 12 |
| d: Outstanding mid-engined Roadster that is relatively affordable. Bad: Very Boxster S Boxster S Boxster S Boxster GTS d: Space. Performance. Value. Bad: Not much. Our choice: Diesel. Replace Cayenne diesel Cayenne S Cayenne GTS Cayenne GTS Cayenne turbo Cavenne turbo Cavenne turbo S man d: Taut chassis, Superb handling. Bad: Meagre specification. Our choice: C Cayman S | y little. Our choi 771 000 815 000 928 000 5-door ement due: Face 852 000 921 000 986 000 1 133 000 1 176 000 2 255 000 cayman S. Repl 774 000 870 000 | 15 858 16 757 19 067 SUV • Stellifted. Als 17 514 18 924 20 252 23 257 23 625 24 136 36 072 46 189 2-do accement c 15 919 17 882 | Replacement H6/2706 H6/3436 H6/3436 H6/3436 H6/3436 H6/3598 V6/2967 V6/3504 V6/295 P V8/4134 V6/3604 V8/4806 V8/4806 Or Coupé • Ser | due: GTS a P 195/6 P 232/6 P 243/6 P 243/6 Inik: 35 (nor / X5/X6, Ra P 200/6 D-T 180/3 P-T 309/6 P-T 309/6 P-T 349/6 Is: 2 • Fue Also look P 202/7 P 239/7 | dded. Also 700 - 700 - 700 - 700 - 700 - 700 - 1 | 280/4500 380/4500 370/4500 370/4500 0 (turbo) litro Sport, Audi (400/3000 550/1750 550/1550 550/1550 850/2000 600/1600 750/2550 800/2500 itres ** Boot meo 4C, Audi 290/4500 370/4500 | W Z4, Jag: 7/R 7/R 7/R 7/R 7/R 7/R 107, Mercee 8/4 8/4 8/4 8/4 8/4 8/4 8/4 7/R 7/R | 384/45 A A A A A A A A A A A A A A A A A A A | 5,7 5,0 4,9 4,9 56/1835 enz ML, 7,7 7,3 5,5 5,9 5,4 5,2 4,1 72 dm³(t,2 1,3 1,3 1,4 1,5 1,5 1,4 1,5 1,5 1,5 1,5 1,5 1,5 1,5 1,5 1,5 1,5 | dm³ • Volksv 230 221 259 243 252 262 277 284 ear) • F-Typ 264 281 | 9,5 9,8 9,8 9,8 Maint wagen 11,0 7,9 11,4 4,1 9,6 11,8 13,4 13,8 Maint e Coup | General Control of the Control of th | e Plan S S S S S S S S S S S S S S S S S S S | z SLK S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | 183 190 190 215 173 223 79 209 228 261 267 AP cras | - Oct 12 |
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| d: Outstanding mid-engined Roadster that is relatively affordable. Bad: Very Boxster Boxster S Boxster S Boxster GTS Boxster GTS Cayenne Cayenne diesel Cayenne S Cayenne turbo Cayenne turbo Cayenne turbo S Matter Cayenne Cayenne Cayenne Cayenne Cayenne Cayenne S Cayenne S Cayenne GTS Cayenne GTS Cayenne Turbo Cayenne Turbo S | y little. Our choi 771 000 815 000 928 000 5-door ement due: Face 852 000 921 000 936 000 1 133 000 1 176 000 2 255 000 2 374 000 870 000 998 000 1 136 000 | SUV • S SUV • S Silited. Als 17 514 18 924 20 252 23 625 24 136 36 072 46 189 2-do accement t 15 919 17 882 20 938 33 318 5-door S | Replacement H6/2706 H6/3436 H6/3436 H6/3436 H6/3436 H6/3598 V6/2967 V6/3604 V6/2995 V8/4134 V6/3604 V8/4806 V8/4806 V8/4806 V8/4806 H6/3436 | due: GTS a P 195/E P 232/E P 243/E mk: 85 (nor X55/X6, Ra P 220/E 0-T 180/3 09/E SS/H 3 30/E SS/H 3 324/E P-T 324/E P-T 324/E P-T 419/E 153/2 • Fue Also look P 229/7 P 239/7 P 250/7 P 250/7 • Fuel tank | dded. Also 700 - 700 - 700 - 700 - 700 - 1 | 280/4500 360/4500 370/4500 370/4500 370/4500 0 (turbo) litro Sport, Audi (400/3000 550/1350 550/1350 550/1350 600/1600 750/2250 800/2500 itres * Boot meo 4C, Aud 290/4500 380/4750 380/4750 420/4750 420/4750 5et) [65(S) 75 | W Z4, Jag 7/R 7/R 7/R 7/R 17, Mercec 8/4 8/4 8/4 8/4 8/4 8/4 7/R 7/R 7/R 7/R 7/R 7/R 7/R 7/R | uar F-1 A A A A A 384/45 A A A A A A A A A A A A A A A A A A A | 5,7 5,0 4,9 56/1836 58/1836 58/1836 5,2 4,5 4,1 7,2 4,5 4,1 7,2 4,5 4,1 4,4 4,8 4,8 4,8 4,8 4,8 4,8 6,0 1,0 1,0 1,0 1,0 1,0 1,0 1,0 1,0 1,0 1 | dm³ • Volksv 230 221 259 243 252 262 277 284 281 283 295 | 9,5 9,8 9,8 9,8 Maint wagen 11,0 7,9 11,4 4,1 9,6 11,8 13,4 13,4 13,4 13,4 13,8 9,5 9,8 9,8 12,4 | ercedes 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 | e Plate S S S S S S S S S S S S S S S S S S S | z SLK S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | 183 190 190 215 173 223 79 209 228 261 267 AP cras 183 190 190 238 | Oct 12 |
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| ona I: Ride quality. Space. B | ad: Driving position. Refinement. Our choice: The | e manual, most lik | elv. Renla | | | | | I/ 5 • Fuel t a Cia Rio. Hvur | | | | | | | | | | | | roNC | AP cra | ish: n/ |
| The state of the s | Persona Elegance 1,6 EL | 187 995 | 3 942 | 4/1597 | Р | 82/6000 | - | 148/4000 | 5/F | | 11,48 | | | | | _ | S | S | S | S | 157 | |
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| | | | | | | | | | | | | | | | | | | | | | | |
| | | | _ | | | | | • Seats: 4/5 | | | | | 04 dm³ | • Serv | rice Pl | an: 3 y | ear/6 | 000 E | cm • Eu | roNC | AP cra | sh: n, |
| : Service plan included | in the price Bad: Limited back-up. Dated inside. | | | | | | | | | _ | | | 7.0 | - | | 0 | | 0 | | 0 | 455 | _ |
| | Saga 1,3 GL Saga 1,6 XSE | 129 995 149 995 | 2757 3166 | 4/1332 4/1597 | P P | 70/6000 82/6500 | 66 | 120/4000 148/4000 | 5/F 5/F | M | 13,0 | 160 | 7,8 8,4 | 2 | S | S | S | S | S | S | 155 185 | |
| A | Saga 1,6 XSE auto | 162 995 | 3 431 | 4/1597 | P | 80/5750 | | 150/4000 | V/F | Α | 12,0 | | 8,0 | | S | S | S | S | S | | 170 | |
| a Neo | | | | | | 3-door Ha | atch e | Seats: 4 • Fu | ol tank: A | 5 litros | e Root | 168/7 | 20 dm ³ | • San | rice Pl | an. 3 r | oar / 7 | E NAN L | /m e Fu | ιτοΝC | AP cra | eh n |
| | engine. Bad: Noisy engine. Tight interior. Our ch o | ice: One model o | nly. Repla | cement due: | Unknov | | | | | | | 100/11 | AV UIII | 001 | 100 | | Gui | | | HOIL O | AI UI | CIIIII) |
| | Satria Neo 1,6 CPS | 182 995 | 3 840 | 4/1597 | Р | 93/6500 | | 150/4500 | 5/F | M | 10,5 | 190 | 8,5 | 2 | S | S | S | S | S | S | 169 | |
| The same of | | | | | | | Н | _ | | - | | | | | Н | | | | - | | Н | H |
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| | | r Hatch • Seats: | | | | | | | | | | | | | | | | | | | | 5 sta |
| Hip, funky and modern with | some leading infotainment technology. Bad: 898 cm³ turl | | | | | | laceme | | | | | | | geot 20 | | | | | | | | |
| | Clio 55kW Authentique Clio 66kW turbo Expression | 167 900 199 900 | 3 532 4 186 | 4/1149 3/898 | P P-T | 55/5500 66/5250 | | 107/4250 150/2500 | 5/F 5/F | M | 15,4 12,2 | 167 182 | 6,6 5,4 | 4 | S | S | S | 0 S | S | S | 127 105 | Н |
| _2_ | Clio 66kW turbo Dynamique | 217 900 | 4 554 | 3/898 | P-T | 66/5250 | Ė | 150/2500 | 5/F | | 14,15 | | 5,4 | 4 | S | S | S | S | S | S | 105 | _ |
| | Clio 66kW turbo GT-Line | 224 900 | 4 697 | | P-T | 66/5250 | - | 150/2500 | 5/F | M | 12,2 | 182 | 5,4 | 4 | S | S | S | S | S | S | 105 | |
| | Clio RS 200 Lux Clio RS 200 Cup | 309 900 339 900 | 6 434 7 047 | 4/1618 4/1618 | | 147/6000 | | 240/1750 240/1750 | 6/F 6/F | Α | 6,7 | 230 | 7,6 | 4 | S | S | S | S | S | S | 144 144 | |
| r | 0110 110 200 0tlb | 555 500 | 7 047 | 1, 1010 | | 111/0000 | | uel tank: 50 | | | | | Main | tenan | _ | n: 3 y | _ | 000 k | | iroNC | | sh: n |
| : Surprisingly capable of | entry-level SUV. Bad: Some cheap interior trim bi | | | | | | ok at: I | | | EcoSp | | | | cm tes | | | | | | | | |
| Denn's | Duster 1,6 Expression | 209 900 | 4 390 | 4/1598 | P | 75/5850 | - | 145/3750 | 5/F | M | | 165 | 9,0 | 4 | S | S | S | S | S | S | 180 | H |
| | Duster 1,6 Dynamique Duster 1,5dCi Dynamique | 224 900 247 900 | 4 697 5 167 | 4/1598 4/1461 | P D-T | 75/5850 80/3900 | - | 145/3750 240/2250 | 5/F 6/F | | 11,5 11,8 | | 9,0 6,0 | 4 | S | S | S | S | S | S | 180 137 | |
| * | Duster 1,5dCi Dynamique 4WD | 267 900 | | 4/1461 | D-T | 80/3900 | 57 | 240/1750 | 6/2-4 | M | 13,11 | 158 | 6,72 | 4 | S | S | S | S | S | S | 143 | |
| Standard specification | . Big boot. Bad: Lifeless steering. Roly-poly dynam | nics Our choice: 1 | 6 Fynress | | | | | Fuel tank: | | | | | | | | | | | | | | |
| (and a specimens | Fluence 1,6 Expression | 244 900 | 5 105 | 4/1598 | Р | 81/6000 | 62 | 156/4400 | 5/F | | 12,35 | 185 | 8,2 | 6 | S | S | S | S | S | S | | Ma |
| | Fluence 2,0 Dynamique | 284 900 | 5 923 | 4/1997 | Р | 103/6000 | 78 | 195/3700 | 6/F | M | 10,3 | 195 | 9,36 | 6 | S | S | S | S | S | S | 184 | Aug |
| 5.0 | Fluence 2,0 Dynamique auto | 294 900 | 6 127 | 4/1997 | Р | 103/6000 | - | 195/3700 | V/F | Α | 10,1 | 195 | 9,2 | 6 | S | S | S | S | S | S | 178 | |
| os . | CONTRACTOR OF THE CONTRACTOR O | | | | | | | ank: 65 litre | | | | | | | | _ | | | EuroN | ICAP | crash: | 5 sta |
| : Great blend of compa | ct SUV and MPV. Bad : Finicky minor controls. Ou | | el. Keplac 7 047 | | acelifti P | | k at: H | | | | | _ | | | | | | | c | C | 220 | |
| - | Koleos 2,5 Dynamique Koleos 2,5 4x4 Dynamique | 339 900 369 900 | 7 660 | 4/2488 4/2488 | P | 126/6000 126/6000 | | 226/4400 226/4400 | 6/F 6/2-4 | M | 9,0 | | 11,5 11,9 | 6 | S | S | S | S | S | S | 230 | |
| 1 A 1 | Koleos 2,5 4x4 Dynamique auto | 399 900 | 8 273 | 4/2488 | P | 126/6000 | | 226/4400 | V/2-4 | Α | | | 11,5 | 6 | S | S | S | S | S | | 228 | |
| ine | 3-(| door Coupé / 5-do | or Hatch | • Seats: 4/5 | Fuel | tank: 60 litr | es • B | oot: 328/992 | (Hatch) | 296/88 | 0 dm³ (0 | Coupé) | • Serv | rice P | lan: 5 v | /ear/ | 100 000 | km• | EuroN | ICAP | crash: | 4 sta |
| | ures count. Comfort. Value. Bad: Not terribly spa | <u>_</u> | | | | | | | | | | | | | | | | | | | | |
| | Mégane Hatch 81kW Dynamigue Mégane Hatch 97kW turbo GT-Line | 259 900 289 900 | 5412 | 4/1595 4/1198 | P P-T | 81/6000 | - | 151/4250 205/2000 | 6/F | M | 10,5 9,7 | 190 200 | 8,3 6,5 | 6 | S | Ş | Ş | Ş | S | S | 159 124 | |
| | Mégane Hatch 162kW turbo GT | 339 900 | 6 025 7 047 | 4/1998 | P-T | 97/5500 162/6500 | 116 | 340/3500 | 6/F 6/F | M | 7,30 | 240 | 8.8 | 6 | Š | Š | Š | Š | Š | Š | 169 | Sep |
| The second | Mégane Coupé 81kW Dynamique Mégane Coupé 97kW turbo GT-Line | 259 900 289 900 | 5 412 6 025 | 4/1595 4/1198 | P P-T | 81/6000 97/5500 | | 151/4250 205/2000 | 6/F 6/F | M M M | 10,5 9.7 | 190 200 | 8,3 6,5 | 6 | S | S | S | S | S | S | 159 124 | |
| | Mégane Coupé 162kW turbo GT | 339 900 389 900 | 7 047 8 069 | 4/1998 4/1998 | P-T P-T | 162/6500 195/5500 | | 340/3500 360/3000 | 6/F 6/F | M | 9,7 7,6 6,0 | 240 255 | 8,8 9,8 | 6 | \$ \$ \$ \$ \$ | S S | S S S | Ş | S S | \$ \$ \$ \$ \$ | 169 190 | |
| | Mégane RS Lux 265 | 303 300 | 0 003 | 4/1000 | 1 -1 | 100/0000 | | 300/3000 | 0/1 | OC CV | 0,0 | 233 | J,0 | 0 | J | 3 | J | 000 | J | J | 130 | |
| Fotov models are good | I value. Spacious. Bad: Feels flimsy, but seeming | visn't Ourchaid | | r Hatch • Se | ats:4/E ent due | | k: 50 li Look | | : 314/992, ins/Cross | | | | | | | | | | | | | ish: n |
| . Ena y models are good | Sandero 66kW turbo Expression | 125 900 | 2673 | 3/898 | P-T | 66/5250 | - 100K | 135/2500 | 5/F | M | 11,1 | | 6,2 | 2 | S | S S | Suzuki | O | S | F | 119 | |
| | Sandero 66kW turbo Dynamique | 147 900 | 3 123 | 3/898 | P-T | 66/5250 | | 135/2500 | 5/F | M | 14,76 | 175 | 6,2 | 4 | S | S | S | S | S | S | 119 | |
| - A | Sandero Stepway 66kW turbo | 164 900 | | 3/898 | P-T | 66/5250 | | 135/2500 | 5/F | | 14,68 | | 6,5 | 4 | S | S | S | S | S | | 124 | |
| | out . | | | | | | | | | - | | | | | | | | | | | | |
| OLLS-R | OYCE | | | | | | | | | www | w.day | tonag | roup. | co.za | Te | lepho | one: 0 | 11 30 | 1 700 | 0 D | ealer | s: 2 |
| t | | | | | | 4-door S | edan | • Seats: 4/5 | • Fuel ta | ank: 10 | 0 litres | • Boo | t: 400 d | m³ • | Maint | enam | e Plan | : 4 ve | ar • Eu | roNC | AP.cra | sh: n |
| | ivity. Bad: Very, very expensive. Ride. Our choice | : Does it matter? | Extended | wheelbase if | you m | | | | | | | | | | | | | | | | | |
| | Ghost | POA | POA | V12/6592 | P-T | 420/5250 | 176 | 780/1500 | 8/R | Α | 5,37 | 250 | 16,32 | 6 | S | S | S | S | S | S | 327 | Jul |
| | Ghost Extended Wheelbase | POA | POA | V12/6592 | P-T | 420/5250 | - | 780/1500 | 8/R | Α | 5,0 | 250 | 16,9 | 6 | S | S | S | S | S | S | 329 | |
| | 2 | | | | | | | | | | | | | | | | | | | | | |
| | 100 | | | adau\ A/Dua | head | and Drophe | ad Co | upé) • Fuel | tank: 100 | litres | Boot | 384 (\$ | edan) | dm³ ∙ | Maint | enand | e Plan | : 4 yea | ar • Eu | roNC | AP cra | sh: n |
| | 4-door Sedan / 2-door Coupé/ | | | | | | 7 | 1 12 1 | | | | | 1 . | | | | | | _ | | | |
| tom : The ultimate in luxury | and status. Lives up to the legend. Flamboyant D | rophead Converti | ble. Bad: | Very, very exp | ensive | . Our choic | | | acement | due: F | acelifte | d. Als o | | t: Ber | ntley N | lulsan | | | | | 247 | |
| | and status. Lives up to the legend. Flamboyant D Phantom | rophead Converti POA | ble. Bad: ' POA | Very, very exp V12/6749 | ensive P | Our choic 338/5350 | e : Dro | 720/3500 | acement 8/R | due: F | acelifte 5,9 | d. Als o 240 | 17,8 | t: Ber 6 | ntley M S | lulsan S | S | S | S | S | 347 349 | |
| | and status. Lives up to the legend. Flamboyant D | rophead Converti | ble. Bad: | Very, very exp | ensive | . Our choic | | | acement | due: F | 5,9 6,1 5,8 | 240 240 240 250 | 17,8 17,9 | t: Ber | ntley N | lulsan | | S S S | | | 347 349 347 | |







As



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| Time and other | | 4 | | | - | | 24 | | | | | | | | | | | | | 22 | 1 | |
|--|--|--|--|---|--|---|---|--|--|--|--|--|--|--|---|--|---|--|--|--|---|---|
| ith Is Ülber kusurieue end e | pulent cabin. Bad: Uhmm untested. Our choice: On | h, ana madal I | lanla aam | ant dua Dros | ad nove | | | Coupé • S | | | | | | _ | | | | 4 yea | r • Eu | ıroNC | AP cras | sh: n/a |
| . Obel luxurious and o | Wraith | POA | | | | | | 800/1500 | | | | | | | | _ | | c | c | c | 227 | |
| of Alba | VVI ditti | FUA | FUA | V 12/0332 | L-1 | 403/3000 | | 000/1000 | 0/N | A | 4,0 | 230 | 10,0 | -0 | 3 | 3 | 3 | 3 | 3 | 3 | SZI | |
| - 22 | Q ₁ | | | | | | | | | | | | | | | | | | | | | |
| | | _ | | | | | _ | | | | _ | | _ | | - | - | | | H | | _ | |
| MART | | | | | | | | | | | 10/10 | ww.em | art c | 0.72 | Tolo | nhon | o- ۱۱۵۱ | ነበ 13 | 2 255 | n _o | alers: | 32 |
| | | | | | | | | | | | | | | | | | | | | | | |
| VO I: Economy City annea | ıl. Bad: Jerky gearchange. Short range. Too expensive | Our choice: | Couné R e | enlacement d | | | | ts: 2 • Fuel | tank: 33 li | tres • | Boot: | 104 dm | • Sei | rvice P | lan: 3 | year/ | 60 000 | km • | EuroN | NCAP (| crash: 4 | stars |
| a Loonomy. Only appea | fortwo 1,0 Coupé mhd pure | | 4 474 | 3/999 | P | 52/5800 | | 92/4500 | 5/R | Δ | 17.34 | 145 | 5 16 | 4 | S | S | S | S | S | | 97 | Sep 09 |
| | fortwo 1,0 Coupé mhd pulse | 232 000 | 4 842 | 3/999 | P | 52/5800 | - | 92/4500 | 5/R | | 13,7 | | 5,2 | 4 | S | S | S | | S | S | 98 | - |
| = 0 20 | fortwo 1,0t Cabrio passion | 249 000 | 5 189 | 3/999 | P-T | 62/5250 | 71 | 120/3250 | 5/R | Α | 12,08 | 145 | 5,88 | 4 | S | S | S | S | S | S | 115 | Jun 08 |
| SANGY | ONG | | | | | _ | | | | wv | vw.ss | angyo | ong.c | o.za | Tele | phon | e: 01 | 1 463 | 2870 | De | alers: | 35 |
| on Sports | | | | /-door Pic | sk-Un d | Saate: All | S e Fuo | l tank: 75 li | trac e Pas | | | 0, | | | | | | | | | | |
| | argets the leisure crowd. Bad: Low payload. Our choi | i ce: 4x4 manua | l. Replace | | | | | | | | | | | tellalle | e Fiai | HO VE | al / UU | JUU KI | - | IUNG | AF CIGS | oli. II/a |
| AD THE REAL PROPERTY. | Actyon Sports 2,3 4x4 high | 289 995 | 6 027 | 4/2295 | Р | 110/5500 | - | 214/3500 | 5/2-4 | M | _ | 161 | 14,9 | 2 | S | S | S | S | S | S | 293 | - |
| 100 | Actyon Sports 2,0D high | 309 995 | 6 436 | | | 114/4000 | | 360/1500 | 6/R | M | | 163 | 8,9 | | S | S | S | S | S | | 196 | - |
| ndo | Actyon Sports 2,0D 4x4 Deluxe | 359 995 | / 458 | 5-door Cros | | | | 360/1500 rel tank: 57 | | | | | | | | S 1:3 ve | S ar/60 | 5 000 km | ր o Fi | | 199 AP cras | |
| | sel engine. Bad: Plasticky interior, drivetrain refineme | ent. Priced too | close to s | | | | | | | | | | | | | | | | | | | /41 |
| | Korando 2,0 | 279 995 | 5 823 | 4/1998 | | 110/6000 | | 197/4000 | 6/F | | 11,92 | | 9,0 | _ | S | S | S | S | S | S | 175 | |
| 100 | Korando 2,0 high | 299 995 | 6 231 | 4/1998 | | 110/6000 | | 197/4000 | 6/F | | 11,92 | - | 9,0 | 2 | S | S | S | S | S | S | 175 | |
| | Korando D20T high Korando D20T high auto | 339 995 354 995 | 7 049 7 356 | | | 129/4000 129/4000 | 91 | 360/2000 360/2000 | 6/F 6/F | M A | 9,91 | 179 179 | 7,3 8,8 | 2 | S S | S | S | S S | S | S | 159 194 | Jul 11 |
| | Korando D20T Ingil adio Korando D20T 4x4 Deluxe | 394 995 | 8 173 | | | 129/4000 | | 360/2000 | 6/4 | A | | 179 | 9.0 | 6 | S | S | S | S | S | S | 199 | |
| on W | | | | | | | 5-doo | r SUV • Se | ats: 5 • Fu | | | | | | | | | 000 kn | n • Eu | iroNC | AP cras | sh: n/a |
| : Offers two- and four-v | wheel drive as well as low range. Bad: Untested. Exper | | | | | | | | | | | | | | _ | _ | | | | | | |
| | Rexton W RX270XDi | 394 995 | 8 173 | -, | | 121/4000 | _ | , | | | | 177 | | | S | S | S | S | S | S | 228 | - |
| - | Rexton W RX270XDi Deluxe | 449 995 | 9 297 | 5/2090 | D-1 | 121/4000 | - | 340/1800 | 5XZ/Z-4 | А | | 170 | 10,8 | | S | S | S | S | 5 | 3 | 242 | |
| | | | | | | | | | | | | | | | | | | | | | _ | |
| UBARU | l e | | | | | | | | | | www | w.sub | aru.c | o.za | Tele | phon | e: 01 | 608 | 0116 | De | alers: | 13 |
| | | | | | | | | Fuel tank: 5 | | | 52/488 | dm3 • | Maint | enanc | e Plan | : 3 yea | ir/75 (| 000 km | ı • Eu | ıroNC | AP cras | |
| | ifordable driver's car. Better spec though. Bad : Needs m | | | r choice: Only | y one m | odel. Repl a | cemen | t due: Not so | on. Also l | ook at: | 52/488 Renau | dm3 • lt Méga | Maint ane Co | enanc upé, VV | e Plan V Scirc | : 3 yea | ar / 75 (Opel A: | 000 km stra G | ı • Eu TC, MI | IroNC INI Cou | AP cras upé | |
| | ifordable driver's car. Better spec though. Bad : Needs m BRZ 2,0 | 399 000 | 8 255 | r choice: Only H4/1998 | y one m P | odel. Repla 154/7000 | cemen 117 | t due: Not so 205/6600 | oon. Also l 6/R | ook at: M | 52/488 Renau 7,65 | dm3 • It Méga 226 | Maint ane Cor 9,36 | enanc upé, W | e Plan V Scirc | : 3 ye a occo, (| ar / 75 O Opel A | 000 km stra G | TC, MI | IroNC INI Cou | AP cras upé 181 | |
| | ifordable driver's car. Better spec though. Bad : Needs m | | | r choice: Only H4/1998 | y one m P | odel. Repl a | cemen 117 | t due: Not so 205/6600 | on. Also l | ook at: | 52/488 Renau 7,65 | dm3 • lt Méga | Maint ane Cor 9,36 | enanc upé, W | e Plan V Scirc | : 3 ye a occo, (| ar / 75 (Opel A: | 000 km stra G | TC, MI | IroNC INI Cou | AP cras upé | |
| : As the Toyota 86, an af | ifordable driver's car. Better spec though. Bad : Needs m BRZ 2,0 | 399 000 | 8 255 | r choice: Only H4/1998 H4/1998 | y one m P P | odel. Repla 154/7000 154/7000 | 117 - | t due: Not so 205/6600 205/6600 | oon. Also I 6/R 6/R | ook at: M A | 52/488 Renau 7,65 8,2 | dm3 • It Méga 226 210 | Maint ane Cor 9,36 8,5 | enanc upé, VV 7 7 | e Plan V Scirc S S | 3 yea occo, (S S | ar / 75 (Opel A: S S | 000 km stra G S S | TC, MI | Iro NC INI Cou S S | AP cras upé 181 164 | sh: n/a |
| : As the Toyota 86, an af | ifordable driver's car. Better spec though. Bad : Needs m BRZ 2,0 | 399 000 409 000 | 8 255 8 459 | r choice: Only H4/1998 H4/1998 5-do | y one m P P or SUV | 154/7000 154/7000 • Seats: E | 117 - • Fue | 205/6600 205/6600 1 tank: 60 lit | 6/R 6/R 6/R res • Boo | ook at: M A at: 288/1 | 52/488 Renau 7,65 8,2 | dm3 • It Méga 226 210 | Maint ane Cor 9,36 8,5 | enanc upé, VV 7 7 ance P | e Plan V Scirco S S | :3 yea occo, (S S | ar / 75 (Opel A: S S | 000 km stra G S S | TC, MI S S | IroNC INI Cou S S | AP cras upé 181 164 crash: E | sh: n/a |
| : As the Toyota 86, an af | fordable driver's car. Better spec though. Bad : Needs m BRZ 2,0 BRZ 2,0 auto Ful ride height and good safety spec. Ride. Bad : Pricey Forester 2,0 X | 399 000 409 000 7. Our choice: 3 342 400 | 8 255 8 459 2,0X. Repl 7 098 | H4/1998 H4/1998 H4/1998 5-do acement due: | y one m P P or SUV : New. I | 154/7000 154/7000 154/7000 • Seats: Also look a 110/6200 | 117 - • Fue at: Rena | 205/6600 205/6600 205/6600 Ltank: 60 lit bult Koleos, 198/4200 | 6/R 6/R 6/R res • Boo Nissan X- 6/4 | M A A:: 288/i Trail, H | 52/488 Renau 7,65 8,2 1 240 d londa (10,93 | dm3 • It Méga 226 210 m³ • Ma CR-V, To | Maint ane Cor 9,36 8,5 aintena byota R 8,64 | enanc upé, VV 7 7 ance P RAV4, V | e Plan V Scirco S S S Jan: 3 | : 3 yea occo, (S S year/ uan. 2 | or / 75 (C) Opel A: S S 75 000 O 000 k | S S km • cm tes | TC, MI S S S EuroN t: Jan: | IroNC INI Cou S S S | AP cras upé 181 164 crash: 5 2,5 XS) | sh: n/a |
| : As the Toyota 86, an af | ffordable driver's car. Better spec though. Bad : Needs m BRZ 2,0 BRZ 2,0 auto iul ride height and good safety spec. Ride. Bad : Pricey Forester 2,0 X Forester 2,5 X | 399 000 409 000 Our choice: 342 400 377 800 | 8 255 8 459 2,0X. Repl : 7 098 7 822 | r choice: Only H4/1998 H4/1998 5-do acement due: H4/1995 H4/2498 | y one m P P or SUV : New. I | 154/7000 154/7000 154/7000 • Seats: Also look a 110/6200 126/5800 | 117 - • Fue at: Rena | 205/6600 205/6600 205/6600 Lank: 60 lit bult Koleos, 198/4200 235/4100 | oon. Also lo 6/R 6/R res • Boo Nissan X- 6/4 V/4 | M A A:: 288/ Trail, H M A | 52/488 Renau 7,65 8,2 1 240 d londa (10,93 9,9 | dm3 • It Méga 226 210 m3 • Ma CR-V, To 190 196 | Maint ane Cor 9,36 8,5 aintena byota R 8,64 9,7 | enanc upé, VV 7 7 ance P RAV4, V 7 | e Plan V Scirco S S S U Tigo S S | :3 yea occo, (S S S year/ uan. 2 | or / 75 (C) Dpel A: S S 75 000 0 000 k | S S S km • cm tes | TC, MI S S S EuroN t: Jan: | IroNC INI Cou S S S | AP cras upé 181 164 crash: £ 2,5 XS) 168 187 | sh: n/a - - 5 stars Aug 1 |
| : As the Toyota 86, an af | fordable driver's car. Better spec though. Bad: Needs m BRZ 2,0 BRZ 2,0 auto ful ride height and good safety spec. Ride. Bad: Pricey Forester 2,0 X Forester 2,5 X Forester 2,5 XS | 399 000 409 000 409 000 6. Our choice: 2 342 400 377 800 411 000 | 8 255 8 459 2,0X. Repl : 7 098 7 822 8 500 | r choice: Only H4/1998 H4/1998 5-do acement due: H4/1995 H4/2498 H4/2498 | y one m P P or SUV : New. 1 P P | 154/7000 154/7000 154/7000 • Seats: Also look a 110/6200 126/5800 126/5800 | 117 - • Fue at: Rena 73 - - | 205/6600 205/6600 205/6600 Lank: 60 lit ault Koleos, 198/4200 235/4100 235/4100 | 6/R 6/R 6/R res • Boo Nissan X- 6/4 V/4 V/4 | M A at: 288/ Trail, H M A | 52/488 Renau 7,65 8,2 1 240 d londa (10,93 9,9 9,9 | dm3 • de | Maint ane Cor 9,36 8,5 aintena byota R 8,64 9,7 9,7 | enanc upé, VV 7 7 ance P RAV4, V 7 7 | e Plan V Scirco S S S UM Tigu S S S | year/ uan. 2 | 75 000 k | km • | EuroN t: Jan: | IroNC INI Cou S S S VCAP 2015 (2 S S | AP crassupé 181 164 crash: 9 2,5 XS) 168 187 187 | sh: n/a |
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| ack I: Comfort, room and of Cy I: Alternative to the usu | fordable driver's car. Better spec though. Bad: Needs m BRZ 2,0 BRZ 2,0 auto ful ride height and good safety spec. Ride. Bad: Pricey Forester 2,0 X Forester 2,5 X Forester 2,5 XS Forester 2,5 XS Forester 2,5 XS Premium Forester 2,0 XT 5-door Station V ff-road ability. Bad: Limited dealer network. Our choice Outback 2,5i-S Premium Outback 2,0 Premium Outback 2,0 Premium Outback 3,6 R-S Premium United Age: Legacy 3,6 R-S Premium WRX Premium WRX Premium WRX Premium WRX Premium WRX Premium WRX STI Premium uality Bad: Lethargic performance. Small boot. Our cl | 399 000 409 000 409 000 409 000 409 000 70 409 000 77 800 411 000 433 500 534 000 529 000 529 000 529 000 72 8 and the CV 473 700 490 900 625 000 70 625 000 70 625 000 70 625 000 70 625 000 70 625 000 70 625 000 70 625 000 | 8 255 8 459 2,0X Repl. 7 098 7 822 8 500 9 369 11 014 5 4/5 • Fu rement du 10 912 10 912 10 912 10 912 10 133 12 751 5 Replacei | r choice: Only H4/1998 H4/1998 5-do acement due H4/1995 H4/2498 H4/2498 H4/2498 H4/1998 b6/3630 4-doo sion. Our cho H4/1998 | y one m P P P P P P P P P P P T T T T T T T T | Seats: 4/5 Seats: 4/5 Also look a 126/5800 127/5600 127/5600 127/5600 127/5600 227/6000 Seats: 4/5 Also look a | i • Fuel 117 - 108 256 dn 108 256 dn 108 4/5 • Fela 131 - 143 • Fuel 16t: Volvo 76 | 205/6600 205/6600 205/6600 205/6600 205/6600 205/6600 205/6600 205/600 235/4100 235/4100 235/4100 235/4100 350/4400 350/4400 350/4400 25 Firel tal act Volkswa 350/4400 205/60 | oon. Also In 6/R 6/R 6/R 6/R 6/R 6/R 6/R 6/R 6/4 1/4 1/4 1/4 1/4 1/4 1/4 1/4 1/4 1/4 1 | M A A A A A A A A A A A A A A A A A A A | 52/4383 Renau 7,65 8,2 1240 di 10,93 9,9 9,9 8,04 10,2 11,49 7,6 6,12 6,3 5,52 064 dn des-Bé 10,7 | dm3 • Mi Herrico de la Companya del Companya de la Companya del Companya de la Companya del Companya de la Companya de la Companya del Companya de la Compan | Maint | enance Parameter Alays A | e Plan S S S S S S S S S S S S S S S S S S S | : 3 year / S S S S S S S S S S S S S S S S S S | 750000 O 000 k S S S S S S S S S S S S S S S S S | No. No. | Eurol S S S S S S S S S S S S S S S S S S S | ITONCAP S S S S S S S S S S S S S S S S S S | AP crash: 1 167 165 230 AP crash: 2 230 AP crash: 1 189 187 187 187 187 187 165 230 AP crash: 1 187 199 242 113 199 242 113 189 187 | Sh: n/a Aug 13 Stars May 13 Stars May 14 Jun 14 Aug 14 |

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| rio | | | | | | Seats: 4 • F | | | | | | | | | | | | | | | | 3 star |
| l: Spacious and well-p | priced. Bad: Weak engine and challenging exterior des | | | | | _ | t: Chev | | | | _ | | | | | | | | | | | |
| الاستاما | Celerio 1,0 GA Celerio 1.0 GL | 109 900 124 900 | 2 346 2 653 | 3/998 3/998 | | 50/6000 50/6000 | | 90/3500 90/3500 | 5/F 5/F | M | n/a 16.10 | n/a 145 | 5,6 5,6 | 2 | S | S | S | S | S | S | 110 110 | Foh |
| To a second | Celerio 1,0 GL auto | 135 900 | 2878 | 3/998 | | 50/6000 | - | 90/3500 | 5/F | A | | n/a | | 2 | S | S | S | S | S | S | 108 | - |
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| a | | | | | | -door MPV | | | | | | | | | | n: 4 ye | ear / 60 | 000 k | m • Eı | ıroNC | AP cra | sh: n, |
| d: Seating capability. | Bad: Engine might struggle when fully loaded. Our | | | | _ | | t: Hond | | | | FAVV S | irius, N | | _ | | | | • | | | 150 | |
| | Ertiga 1,4 GA Ertiga 1,4 GL | 160 600 180 600 | 3 382 3 791 | 4/1372 4/1372 | | 70/6000 70/6000 | | 130/4000 130/4000 | 5/F 5/F | M | | | 7,9 7,9 | 2 | S | S | S | S | S | S | 156 156 | |
| Control of the last | Ertiga 1,4 GL auto | 195 600 | 4 098 | 4/1372 | | 70/6000 | | 130/4000 | 4/F | A | | | 7,9 | 2 | S | S | S | S | S | S | 156 | Π. |
| | Ertiga 1,4 GLX | 193 600 | 4 057 | 4/1372 | | 70/6000 | 60 | 130/4000 | 4/F | | 12,08 | 170 | 7,9 | 2 | S | S | S | S | S | S | | Nov |
| | Ertiga 1.4 GLX auto | 208 600 | 4 363 | 4/1372 | | 70/6000 | | 130/4000 | 4/F | Α | | | 7,9 | 2 | S | S | S | S | S | S | 156 | |
| d Vitara | Contact and Both Thinks On the implementation | Danie a amant du | | | | SUV • Seat | | | | | | | | | | year | / 90 000 |) km • | Eurol | NCAP (| crash: | 4 sta |
| 1: rough and spacious | s. Good off-road. Bad: Thirsty. Our choice: Dune auto. | 321 400 | 6 669 | | | 122/6000 | | 225/4000 | | | | _ | | 6 | | c | c | c | c | c | 212 | |
| ALC: NO. | Grand Vitara 2,4 Dune Grand Vitara 2,4 Dune auto | 336 400 | 6 976 | 4/2393 4/2393 | P | 122/6000 | - 14 | 225/4000 | 5/2-4 4/2-4 | A | | _ | 10,7 11,9 | 6 | S | S | S | S | S | S | 212 234 | |
| | Grand Vitara 2,4 Summit | 389 900 | 8 069 | 4/2393 | | 122/6000 | 74 | 225/4000 | | | 11,79 | | 10,68 | 6 | S | S | S | S | S | S | 212 | _ |
| | Grand Vitara 2,4 Summit auto | 405 900 | 8 396 | 4/2393 | | 122/6000 | | 225/4000 | 4/2-4 | Α | 12,0 | 170 | 11,9 | 6 | S | S | S | S | S | S | 234 | |
| ly In Donas and Assessment | alandara blast and a Double of the Bad Table | | M. | l | | door SUV • | | | | | | | | | | | | | | | AP cra | sh: n |
| ı: nuggea, economic | al and capable off-roader. Bundle of fun. Bad: Tight | _ | | | • | | , , | | | | | _ | | | | | | | | | 174 | |
| There are | Jimny 1,3 Jimny 1,3 auto | 221 400 236 400 | 4 625 4 932 | 4/1328 4/1328 | _ | 63/6000 | | 110/4100 110/4100 | | | | | | 2 | S | S | S | S | S | S | 171 181 | |
| | ominy 1,0 date | 200 100 | 1002 | 1/1020 | | 00/0000 | | 110/1100 | IAZJZ T | | 17,2 | 100 | 0,1 | Ĺ | Ü | ŭ | ŭ | ŭ | ŭ | ŭ | 101 | |
| | | | | | _ | | | | | | | | | | | | | | | | | |
| shi | diama hart and laste Dat CVT and have Our sha | : Fti-ll | | DI | | oor Sedan • | | | | | | | | | | | | | | | | sh: n |
| a: Spacious cabin an | d large boot, good looks. Bad: CVT gearbox. Our cho | | | | | | | | | _ | _ | _ | _ | | | | | - | | | | ^- |
| | Kizashi 2,4 SDLX Kizashi 2,4 SDLX auto | 333 900 349 900 | 6 924 7 251 | 4/2393 4/2393 | _ | 131/6500 131/6500 | 89 | 230/4000 230/4000 | 6/F V/F | A | | 215 205 | | 6 | | S | S | S | S | | 186 187 | Ap |
| - | TAZASHI Z, T OD EX GALO | 010000 | 7 201 | 1/2000 | | 101/0000 | | 200/1000 | •// | | 0,0 | 200 | 0,0 | Ŭ | Ü | ŭ | ŭ | ŭ | ŭ | ŭ | 107 | Е |
| | | | | | | | | | | | | | | | | | | | | | | |
| sh LD-i | Pod Duning and a six and all of a second | O | n Dania | | | -door Hatch | | | | | | | | | | | | | | | | sh: n |
| i: Drivetrain and nead | room. Bad: Brakes and car is actually due for replacem | | | | | | at: une | _ | | | | _ | | | | DISTIL | - | | iit Sand | iero/Ci | | = |
| | Splash 1,2 GA Splash 1,2 GL | 125 900 135 400 | 2673 | 4/1197 | Р | 63/6000 | - | 113/4500 | 5/F | M | 12,3 | | 6,7 | 2 | S | - | S | S | - | - | 133 | - |
| | | | | 4/1197 | P | 63/6000 | 62 | 113/4500 | 5/F | M | 13 16 | 160 | 6.7 | 2 | S | ç | ç | ς | S | 9 | 122 | Dar |
| | | 150 400 | 2 867 3 174 | 4/1197 4/1197 | P P | 63/6000 63/6000 | 62 | 113/4500 113/4500 | 5/F 4/F | M A | 13,16 | 160 160 | 6,7 7,7 | 2 | S | S S | S | S S | S | S | 133 150 | Dec |
| * | Splash 1,2 GL auto | 150 400 | 3 174 | 4/1197 | Р | 63/6000 | | 113/4500 | 4/F | Α | | 160 | 7,7 | 2 | S | S | S | S | S | S | 150 | |
| * | Splash 1,2 GL auto 5-door Hatch / 4-door Sedan • Seats: 4/8 | 150 400 5 • Fuel tank: 42 | 3 174 litres • B | 4/1197 oot: 152/744 (l | P Hatch) | 63/6000 264 (Sedar | -) dm³ (| 113/4500 Service P | 4/F Ian: 2 yea | A r/300 | 00 km | 160 (1,2 m o | 7,7 dels) 4 | 2 year | S / 60 000 | S O km (| S 1,4 and | S 1,6) • | S Eurol | S | 150 | |
| | Splash 1,2 GL auto 5-door Hatch / 4-door Sedan • Seats: 4/4 cellent dynamics. Bad: Low-down torque. Our choice: 1,4 | 150 400 5 • Fuel tank: 42 I GLS. Replacement of | 3 174 litres • Br lue: Sedan | 4/1197 not: 152/744 (Ladded. Also lo | P Hatch) ok at: F | 63/6000 264 (Sedar ord Fiesta, Ho |) dm³ • nda Bri | 113/4500 Service P o, Toyota Etio | 4/F lan: 2 yea os/Yaris, W | A r/300 V Polo V | 00 km /ivo / Po | 160 (1,2 mo olo, Ope | 7,7 dels) 4 Corsa 2 | 2 /ear 0 000 | S / 60 000 | S O km (| S 1,4 and 2015 (| S 1,6) • Sport) | S Eurol | S | 150 crash: | |
| | Splash 1,2 GL auto 5-door Hatch / 4-door Sedan • Seats: 4/k cellent dynamics. Bad: Low-down torque. Our choice: 1,4 U Swift DZire Sedan 1,2 GA | 150 400 5 • Fuel tank: 42 GLS. Replacement of 132 400 | 3 174 litres • Br lue: Sedan 2 806 | 4/1197 oot: 152/744 (ladded. Also lo 4/1197 | P Hatch) ok at: F P | 63/6000 264 (Sedar ord Fiesta, Ho 63/6000 | dm³ (nda Bri | 113/4500 Service P o, Toyota Etio 113/4500 | 4/F Ian: 2 yea os/Yaris, VV 5/F | A r/300 V Polo V M | 00 km Vivo / Po 12,6 | 160 (1,2 mo plo, Ope 160 | 7,7 dels) 4 Corsa 2 6,8 | 2 Vear 0 000 2 | S / 60 000 km tes | S Dkm (st: Feb | S 1,4 and 2015 (S | S 1,6) S Sport) | S Eurol | S NCAP | 150 crash: 134 | 5 sta |
| | Splash 1,2 GL auto 5-door Hatch /4-door Sedan • Seats: 4/s cellent dynamics. Bad: Low-down torque. Our choice: 1,4 l Swift DZire Sedan 1,2 GA Swift DZire Sedan 1,2 GL | 150 400 5 • Fuel tank: 42 GLS. Replacement of 132 400 142 400 | 3 174 litres • Bo lue: Sedan 2 806 3 010 | 4/1197 not: 152/744 (ladded. Also lo 4/1197 4/1197 | P Hatch) ok at: F P P | 63/6000 264 (Sedar ord Fiesta, Ho 63/6000 63/6000 |) dm³ • nda Bri | 113/4500 Service P o, Toyota Etic 113/4500 113/4500 | 4/F Ian: 2 yea os/Yaris, W 5/F 5/F | A r/300 V Polo V M M | 00 km /ivo / Po 12,6 12,81 | 160 (1,2 mo olo, Ope 160 160 | 7,7 dels) 4 Corsa 2 6,8 6,8 | 2 Vear 0 000 2 2 | S /60 000 km tes - S | S Dkm (st: Feb - S | S 1,4 and 2015 (S S | S 1,6) S Sport) S S | S Eurol - S | S NCAP | 150 crash: 134 134 | 5 sta Ma |
| | Splash 1,2 GL auto 5-door Hatch / 4-door Sedan • Seats: 4/6 cellent dynamics. Bad: Low-down torque. Our choice: 1,4 l Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL auto | 150 400 5 • Fuel tank: 42 GLS. Replacement of 132 400 | 3 174 litres • Br lue: Sedan 2 806 | 4/1197 oot: 152/744 (ladded. Also lo 4/1197 | P Hatch) ok at: F P P | 63/6000 264 (Sedar ord Fiesta, Ho 63/6000 | dm³ (nda Bri | 113/4500 Service P o, Toyota Etio 113/4500 | 4/F Ian: 2 yea os/Yaris, VV 5/F | A r/300 V Polo V M | 00 km Vivo / Po 12,6 12,81 n/a | 160 (1,2 mo plo, Ope 160 160 160 | 7,7 dels) 4 Corsa 20 6,8 6,8 7,6 | 2 Vear 0 000 2 | S / 60 000 km tes | S Dkm (st: Feb | S 1,4 and 2015 (S | S 1,6) S Sport) | S Eurol | S NCAP | 150 crash: 134 | 5 sta |
| | Splash 1,2 GL auto 5-door Hatch /4-door Sedan • Seats: 4/s cellent dynamics. Bad: Low-down torque. Our choice: 1,4 l Swift DZire Sedan 1,2 GA Swift DZire Sedan 1,2 GL | 150 400 5 • Fuel tank: 42 GLS. Replacement of 132 400 142 400 157 400 | 3 174 litres • Bo lue: Sedan 2 806 3 010 3 317 | 4/1197 not: 152/744 (ladded. Also lo 4/1197 4/1197 4/1197 | Hatch) ok at: F P P P P | 63/6000 264 (Sedar ord Fiesta, Ho 63/6000 63/6000 | dm³ ¶ nda Bri - 65 | 113/4500 Service P o, Toyota Etic 113/4500 113/4500 113/4500 | 4/F Lan: 2 yea os/Yaris, W 5/F 5/F 4/F | A r/300 V Polo V M M A | 00 km /ivo / Po 12,6 12,81 | 160 (1,2 mo olo, Ope 160 160 160 160 | 7,7 dels) 4 Corsa 2 6,8 6,8 | 2 (ear) 0 000 2 2 2 | S /60 000 km tes | S (St. Feb. S) S (S) S (S) | S 1,4 and 2015 (S S S S S | Sport) S S S S S S S S | Eurol S S S | S VCAP | 150 crash: 134 134 149 | 5 sta Ma |
| | Splash 1,2 GL auto 5-door Hatch /4-door Sedan • Seats: 4/6 cellent dynamics. Bad: Low-down torque. Our choice: 1,4 I Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL auto Swift Hatch 1,2 GA Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL auto | 150 400 5 • Fuel tank: 42 GLS. Replacement of 132 400 142 400 157 400 130 400 140 400 155 400 | 3 174 litres • Bo lue: Sedan 2 806 3 010 3 317 2 765 2 970 3 276 | 4/1197 sot: 152/744 ((added. Also lo 4/1197 4/1197 4/1197 4/1197 4/1197 4/1197 | Hatch) ok at: F P P P P | 63/6000 264 (Sedar ord Fiesta, Ho 63/6000 63/6000 63/6000 63/6000 63/6000 | odm ³ • nda Bri - 65 | 113/4500 Service P 0, Toyota Etic 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 | 4/F Lan: 2 yea os/Yaris, W 5/F 5/F 4/F 5/F 5/F 4/F | A r/300 V Polo V M M A M M A | 00 km Vivo / Po 12,6 12,81 n/a 12,6 12,6 n/a | 160 (1,2 mo blo, Ope 160 160 160 160 160 160 | 7,7 dels) 4 Corsa 20 6,8 6,8 7,6 6,8 6,8 7,6 | 2 0 000 2 2 2 2 2 2 2 | S /60 000 km tes - S - S - S | S D km () st: Feb - S S - S | S 1,4 and 2015 (S S S S S | S S S S S S S S S S S S S S S S S S S | Eurol S S S S S | S VCAP | 150 134 134 149 134 134 149 | 5 sta |
| | Splash 1,2 GL auto 5-door Hatch /4-door Sedan • Seats: 4/c cellent dynamics. Bad: Low-down torque. Our choice: 1,4 l Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL auto Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,4 GLS | 150 400 5 • Fuel tank: 42 GLS. Replacement 132 400 142 400 157 400 130 400 140 400 155 400 195 900 | 3 174 litres • Bo lue: Sedan 2 806 3 010 3 317 2 765 2 970 3 276 4 104 | 4/1197 oot: 152/744 ((added. Also lo 4/1197 4/1197 4/1197 4/1197 4/1197 4/1372 | P Hatch) ok at: F P P P P P | 63/6000 264 (Sedar ord Fiesta, Ho 63/6000 63/6000 63/6000 63/6000 63/6000 70/6000 | dm³ • nda Bri - 65 - - | 113/4500 Service P 0, Toyota Etic 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 130/4000 | 4/F Ian: 2 yea os/Yaris, W 5/F 5/F 4/F 5/F 4/F 5/F 4/F 5/F | A r/300 VPolo M M A M A M M A | 00 km Vivo / Po 12,6 12,81 n/a 12,6 12,6 n/a 11,75 | 160 (1,2 mo olo, Ope 160 160 160 160 160 170 | 7,7 dels) 4 Corsa 2 6,8 6,8 7,6 6,8 6,8 7,6 6,8 7,6 6,6 | 2 0 000 2 2 2 2 2 2 2 2 6 | S /60 000 km tes - S - S - S - S | S D km () st: Feb - S S - S S S | S 1,4 and 2015 (S S S S S S | S Sport) S S S S S S | Eurol S S S - S S | S VCAP | 150 crash: 134 134 149 134 134 149 132 | 5 sta |
| | Splash 1,2 GL auto 5-door Hatch / 4-door Sedan • Seats: 4/k cellent dynamics. Bad: Low-down torque. Our choice: 1,4 I Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift Hatch 1,2 GA Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS auto | 150 400 5 • Fuel tank: 42 I GLS. Replacement of 132 400 157 400 130 400 140 400 155 400 195 900 210 900 | 3 174 litres • Br due: Sedan 2 806 3 010 3 317 2 765 2 970 3 276 4 104 4 411 | 4/1197 oot: 152/744 (ladded. Also lo 4/1197 4/1197 4/1197 4/1197 4/1197 4/1372 4/1372 | P Hatch) ok at: F P P P P P | 63/6000 264 (Sedan ord Fiesta, Ho 63/6000 63/6000 63/6000 63/6000 70/6000 70/6000 | - oda Bri - 65 69 | 113/4500 Service P 0, Toyota Etic 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 130/4000 130/4000 | 4/F lan: 2 yea ss/Yaris, W 5/F 5/F 4/F 5/F 4/F 5/F 4/F 5/F 4/F 5/F 4/F | A r/300 V Polo V M M A M M A M A | 00 km Vivo / Po 12,6 12,81 n/a 12,6 12,6 n/a 11,75 12,3 | 160 (1,2 mo olo, Ope 160 160 160 160 160 170 165 | 7,7 dels) 4 1 Corsa 2 6,8 6,8 7,6 6,8 6,8 7,6 6,6 7,4 | 2 0 000 2 2 2 2 2 2 2 | S /60 000 km tes - S - S - S - S | S D km () st: Feb - S S - S | S 1,4 and 2015 (S S S S S | S S S S S S S S S S S S S S S S S S S | Eurol S S S S S | S VCAP | 134 134 134 149 134 134 149 132 147 | 5 sta Ma |
| | Splash 1,2 GL auto 5-door Hatch /4-door Sedan • Seats: 4/c cellent dynamics. Bad: Low-down torque. Our choice: 1,4 l Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL auto Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,4 GLS | 150 400 5 • Fuel tank: 42 GLS. Replacement 132 400 142 400 157 400 130 400 140 400 155 400 195 900 | 3 174 litres • Bo lue: Sedan 2 806 3 010 3 317 2 765 2 970 3 276 4 104 | 4/1197 added. Also lo 4/1197 4/1197 4/1197 4/1197 4/1197 4/1197 4/1372 4/1372 4/1586 | P Hatch) ok at: F P P P P P P | 63/6000 264 (Sedar ord Fiesta, Ho 63/6000 63/6000 63/6000 63/6000 63/6000 70/6000 | - dm³ • nda Bri - 65 69 - 94 | 113/4500 Service F o, Toyota Etic 113/4500 113/4500 113/4500 113/4500 113/4500 130/4000 130/4000 160/4400 | 4/F lan:2 yea ss/Yaris, W 5/F 5/F 4/F 5/F 4/F 5/F 4/F 5/F 4/F 6/F | A r/300 V Polo V M M A M A M A M A | 00 km Vivo / Po 12,6 12,81 n/a 12,6 12,6 n/a 11,75 12,3 9,23 | 160 (1,2 mo blo, Ope 160 160 160 160 160 170 165 195 | 7,7 dels) 4 Corsa 2 6,8 6,8 7,6 6,8 7,6 6,8 7,6 6,6 7,4 7,68 | 2 /ear 0 000 2 2 2 2 2 2 2 6 6 6 | S /60 000 km tes | S bkm () st: Feb - S S - S S S S S S | S 1,4 and 2015 (S S S S S S S | S S S S S S S S S S S S S S S S S S S | S Eurol S S S S S S S S S S | S VCAP | 150 crash: 134 134 149 134 149 132 147 | 5 sta Ma |
| : Neat package with ex | Splash 1,2 GL auto 5-door Hatch / 4-door Sedan • Seats: 4/k cellent dynamics. Bad: Low-down torque. Our choice: 1,4 I Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift Hatch 1,2 GA Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS auto | 150 400 5 • Fuel tank: 421 GLS. Replacement or 132 400 142 400 157 400 140 400 140 400 155 400 195 900 210 900 233 900 | 3 174 litres • Bd lue: Sedan 2 806 3 010 3 317 2 765 2 970 3 276 4 104 4 411 4 881 | 4/1197 oct 152/744 (dadded. Also lo 4/1197 4/1197 4/1197 4/1197 4/1197 4/1197 4/1372 4/1372 4/1586 5-door C | P Hatch) ok at: F P P P P P P P P P P P P P P P P P P P | 63/6000 264 (Sedan ord Fiesta, Ho 63/6000 63/6000 63/6000 63/6000 63/6000 63/6000 63/6000 70/6000 70/6000 100/6900 Over • Seat | oda Bri - 65 69 - 94 | 113/4500 Service P 0, Toyota Etic 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 130/4000 130/4000 160/4400 Fuel tank: | 4/F Ian: 2 yea s/Yaris, W 5/F 5/F 4/F 5/F 4/F 5/F 4/F 6/F 47 litres | A r/300 V Polo V M M A M A M A M A M A M A M A | 00 km Vivo / Po 12,6 12,81 n/a 12,6 12,6 n/a 11,75 12,3 9,23 | 160 (1,2 mo olo, Ope 160 160 160 160 160 170 165 195 | 7,7 dels) 4 Corsa 2 6,8 6,8 7,6 6,8 7,6 6,6 7,4 7,68 3 • Ser | 2 //ear D 0000 2 2 2 2 2 2 6 6 6 6 6 | S /60 000 km tes S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S 1,4 and 2015 (S S S S S S S S | S S S S S S S S S S S S S S S S S S S | S Eurol S S S S S S S S S S S S S S S S S S S | S VCAP | 150 crash: 134 134 149 134 149 132 147 | 5 sta Ma |
| : Neat package with ex | Splash 1,2 GL auto 5-door Hatch / 4-door Sedan • Seats: 4/k cellent dynamics. Bad: Low-down torque. Our choice: 1,4 I Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,6 GS Swift Hatch 1,6 Sport tin terms of cabin space and NVH. Bad: Engine will: SX4 1,6 GL | 150 400 5 • Fuel tanks 42 GLS. Replacement 132 400 142 400 157 400 130 400 140 400 155 400 195 900 210 900 233 900 suffer with four or 265 900 | 3 174 ittres • B due: Sedan 2 806 3 010 3 317 2 765 2 970 3 276 4 104 4 411 4 881 b board. 0 5 535 | 4/1197 Jot 152/74/4 (added. Also lo 4/1197 4/1197 4/1197 4/1197 4/1197 4/1372 4/1372 4/1372 4/1372 4/1372 4/1376 5-door C ur choice: Ar | P Hatch) ook at: F P P P P P P P P P P P P P P P P P P P | 63/6000 264 (Sedar ord Fiesta, Hc 63/6000 63/6000 63/6000 63/6000 63/6000 63/6000 70/6000 100/6300 Over • Seat se manual de 86/6000 | oda Bri - 65 69 - 94 | 113/4500 Service P o, Toyota Etic 113/4500 113/4500 113/4500 113/4500 130/4000 130/4000 160/4400 Fuel tank: res. Replac | 4/F lan: 2 yea s/Yaris, W 5/F 5/F 4/F 5/F 4/F 5/F 4/F 6/F 47 litres ement due 5/F | A r/300 W Polo \ M M A M A M A M Boot | 00 km Vivo / Po 12,6 12,81 n/a 12,6 12,6 n/a 11,75 12,3 9,23 264/1 nd new n/a | 160 (1,2 mo blo, Ope 160 160 160 160 160 170 165 195 024 dm n/a | 7,7 dels) 4 Corsa 2 6,8 6,8 7,6 6,8 7,6 6,6 7,4 7,68 3 • Serrook at: N | 2 //ear D 0000 2 2 2 2 2 2 6 6 6 6 6 | S / 60 000 km tes S S S S S S S S S S S S S S S S S S S | S Dkm() St: Feb S S S S S S S S S S S S S S S S S S S | S 1,4 and 2015 (S S S S S S S S S S S S | \$ 1,6) S S S S S S S S S | S Eurol S S S S S S S S S S S S S S S S S S S | S VCAP S S S S S S S S | 134 134 134 149 134 149 132 147 147 147 | Ma Ma Jur Ma 5 sta |
| : Neat package with ex | Splash 1,2 GL auto 5-door Hatch /4-door Sedan • Seats: 4/k cellent dynamics. Bad: Low-down torque. Our choice: 1,4 I Swift DZire Sedan 1,2 GA Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,6 Sport tin terms of cabin space and NVH. Bad: Engine will s XX4 1,6 GL SX4 1,6 GL | 150 400 5 • Fuel tanks 42 GLS. Replacement 132 400 142 400 157 400 130 400 140 400 155 400 210 900 233 900 suffer with four or 265 900 295 900 | 3 174 ittres • Bdue: Sedan 2 806 3 010 3 317 2 765 2 970 3 276 4 104 4 411 4 881 b board. 0 5 535 6 148 | 4/1197 Jot: 152/744 (dadded. Also lo 4/1197 4/1197 4/1197 4/1197 4/1197 4/1197 4/1372 4/1372 4/1372 4/1372 4/1586 5-door C ur choice: Ar | P Hatch) P P P P P P P P P P P P P P P P P P P | 63/6000 264 (Sedar 63/6000 63/6000 63/6000 63/6000 70/6000 70/6000 70/6000 100/63000 86/6000 86/6000 | onda Bri - 65 | 113/4500 Service P 0, Toyota Etic 113/4500 113/4500 113/4500 113/4500 113/4500 130/4000 130/4000 Fuel tanks es. Replac 156/4000 | 4/F Lan: 2 yea s/Yaris, W 5/F 5/F 4/F 5/F 4/F 5/F 4/F 6/F 47 litres ement due 5/F 5/F | A r/30 0 M M A M A M A M A M A M M | 00 km 12,6 12,81 n/a 12,6 12,6 n/a 11,75 12,3 9,23 9,23 12,64/1 10 de new n/a n/a | 160 (1,2 mo olo, Ope 160 160 160 160 160 170 165 195 024 dm n/a | 7,7 dels) 4 Corsa 2 6,8 6,8 7,6 6,8 7,6 6,6 7,4 7,68 3 • Ser 7,0 7,0 | 2 Vear D 0000 2 2 2 2 2 2 2 6 6 6 6 6 8 Vice Nissa 7 7 | S | S Dkm() St: Feb S S S S S S S S S S S S S S S S S S S | \$ 1,4 and 2015 (\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | S S S S S S S S S S S S S S S S S S S | Eurol S S S S S S S S S S S S S S S S S S S | S VCAP S S S S S S S S S S S S S S S S S S | 134 134 134 149 134 134 149 132 147 147 147 147 137 | 5 sta Ma Jur Ma 5 sta |
| : Neat package with ex | Splash 1,2 GL auto 5-door Hatch /4-door Sedan • Seats: 4/k cellent dynamics. Bad: Low-down torque. Our choice: 1,4 l Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,6 GL SX4 1,6 GL SX4 1,6 GL SX4 1,6 GLX SX4 1,6 GLX | 150 400 5 • Fuel tank: 42 GLS. Replacement 132 400 142 400 157 400 140 400 155 400 195 900 210 900 233 900 295 900 295 900 | 3 174 litres • Bt lue: Sedan 2 806 3 010 3 317 2 765 2 970 3 276 4 104 4 411 4 881 a board. 0 5 535 6 148 6 148 | 4/1197 oot 152/744 (I added. Also lo 4/1197 4/1197 4/1197 4/1197 4/1197 4/1372 4/1386 5-door C 4/1586 4/1586 | P Hatch) ook at F P P P P P P P P P P P P P P P P P P P | 63/6000 264 (Sedat ord Fiesta, Ho 63/6000 63/6000 63/6000 70/6000 70/6000 70/6000 re e manual do 86/6000 86/6000 86/6000 86/6000 | onda Bri - 65 94 erivativ | 113/4500 Service P o, Toyota Eti 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 130/4000 130/4000 160/4400 Fuel tank: ees. Replac 156/4000 156/4000 | 4/F lan: 2 yea os/Yaris, W 5/F 5/F 4/F 5/F 5/F 5/F | A r/300 M M A M A M A M A M A M A M A M A M A M A A | 00 km /ivo / Po 12,61 12,81 12,6 12,6 12,6 12,6 11,75 12,3 9,23 264/1 1d new n/a n/a | 160 (1,2 mo olo, Ope 160 160 160 160 160 170 165 195 195 O24 dm n/a n/a | 7,7 dels) 4 Corsa 2 6,8 6,8 7,6 6,8 7,6 6,6 7,4 7,68 3 • Ser 7,0 7,0 7,0 | 2 (ear) 0 000 2 2 2 2 2 2 2 2 2 8 6 6 6 6 vice Nissa 7 7 | S / 60 000 km tes S S S S S S S S S S S S S S S S S S S | S D km () - S S S S S S S S S S S S S S S S S S | \$ 1,4 and 2015 (\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | \$ 1,6) Sport S S S S S S S S S | Eurol S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | 134 134 134 149 134 134 149 132 147 147 147 137 137 | 5 sta Ma Jur Ma 5 sta |
| : Neat package with ex | Splash 1,2 GL auto 5-door Hatch / 4-door Sedan • Seats: 4/k cellent dynamics. Bad: Low-down torque. Our choice: 1,4 I Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,6 Sport Lin terms of cabin space and NVH. Bad: Engine will: \$X4 1,6 GLX | 150 400 5 • Fuel tank: 42 GLS. Replacement of 132 400 142 400 130 400 140 400 155 400 195 900 210 900 233 900 suffer with four or 265 900 295 900 295 900 | 3 174 litres • Bt | 4/1197 oot 152/744 (I added. Also lo 4/1197 4/1197 4/1197 4/1197 4/1197 4/1372 4/1372 4/1386 5-door C ur choice: Al 4/1586 4/1586 4/1586 | P Hatch) ook at F P P P P P P P P P P P P P P P P P P P | 63/6000 264 (Sedar ord Fiesta, Ho 63/6000 63/6000 63/6000 63/6000 70/6000 70/6000 70/6000 000 000 000 000 000 000 000 000 0 | onda Bri - 65 94 erivativ - 71 | 113/4500 Service F 0, Toyota Etic 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 130/4000 130/4000 Fuel tank: ees. Replac 156/4000 156/4000 156/4000 | 4/F lan:2 yea os/Yaris, W 5/F 5/F 4/F 5/F 4/F 5/F 4/F 6/F 47 litres 5/F 5/F 5/F 5/F 47 litres 5/F 5/F 5/F 5/F 5/F 5/F 5/F 5/F | A If /300 V Polo V M M A M A M A M A M A M A M A M A M A M A M A M M | 00 km Jivo / Pi 12,61 12,81 12,6 12,6 12,6 11,75 12,3 9,23 264/I 1d new n/a n/a 12,37 | 160 11,2 mo 160, Ope 160 160 160 160 160 170 165 195 024 dm n/a n/a n/a | 7,7 dels) 4 Corsa 2 6,8 6,8 7,6 6,8 7,6 6,6 7,4 7,68 3 • Ser oook at: N 7,0 7,0 7,4 | 2 vear 0 0000 2 2 2 2 2 2 2 6 6 6 6 8 vice Nissa 7 7 7 | S / 60 0000 km tes S S S S S S S S S S S S S S S S S S S | S Dkm(' SSt: Feb SS SS SS SS SS SS SS SS SS | \$ 1,4 and 2015 (\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | \$ 11,6) Sport S S S S S S S S S | Eurol S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | 150 Crash: 134 134 149 134 149 132 147 147 137 137 137 137 | 5 sta Mar Jur Ma 5 sta |
| : Neat package with ex | Splash 1,2 GL auto 5-door Hatch /4-door Sedan • Seats: 4/k cellent dynamics. Bad: Low-down torque. Our choice: 1,4 l Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,6 GL SX4 1,6 GL SX4 1,6 GL SX4 1,6 GLX SX4 1,6 GLX | 150 400 5 • Fuel tank: 42 GLS. Replacement 132 400 142 400 157 400 140 400 155 400 195 900 210 900 233 900 295 900 295 900 | 3 174 litres • Bt | 4/1197 oot 152/744 (I added. Also lo 4/1197 4/1197 4/1197 4/1197 4/1197 4/1372 4/1372 4/1386 5-door C ur choice: Al 4/1586 4/1586 4/1586 | P Hatch) ook at F P P P P P P P P P P P P P P P P P P P | 63/6000 264 (Sedat ord Fiesta, Ho 63/6000 63/6000 63/6000 70/6000 70/6000 70/6000 re e manual do 86/6000 86/6000 86/6000 86/6000 | onda Bri - 65 94 erivativ - 71 | 113/4500 Service F 0, Toyota Etic 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 130/4000 130/4000 Fuel tank: ees. Replac 156/4000 156/4000 156/4000 | 4/F lan:2 yea os/Yaris, W 5/F 5/F 4/F 5/F 4/F 5/F 4/F 6/F 47 litres 5/F 5/F 5/F 5/F 47 litres 5/F 5/F 5/F 5/F 5/F 5/F 5/F 5/F | A If /300 V Polo V M M A M A M A M A M A M A M A M A M A M A M A M M | 00 km Jivo / Pi 12,61 12,81 12,6 12,6 12,6 11,75 12,3 9,23 264/I 1d new n/a n/a 12,37 | 160 11,2 mo 160, Ope 160 160 160 160 160 170 165 195 024 dm n/a n/a n/a | 7,7 dels) 4 Corsa 2 6,8 6,8 7,6 6,8 7,6 6,6 7,4 7,68 3 • Ser oook at: N 7,0 7,0 7,4 | 2 vear 0 0000 2 2 2 2 2 2 2 6 6 6 6 vice Nissa 7 7 | S / 60 0000 km tes S S S S S S S S S S S S S S S S S S S | S Dkm(' SSt: Feb SS SS SS SS SS SS SS SS SS | \$ 1,4 and 2015 (\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | \$ 11,6) Sport S S S S S S S S S | Eurol S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | 150 Crash: 134 134 149 134 149 132 147 147 137 137 137 137 | 5 stat |
| : Neat package with ex | Splash 1,2 GL auto 5-door Hatch / 4-door Sedan • Seats: 4/k cellent dynamics. Bad: Low-down torque. Our choice: 1,4 I Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,6 Sport Lin terms of cabin space and NVH. Bad: Engine will: \$X4 1,6 GLX | 150 400 5 • Fuel tank: 42 GLS. Replacement of 132 400 142 400 130 400 140 400 155 400 195 900 210 900 233 900 suffer with four or 265 900 295 900 295 900 | 3 174 litres • Bt | 4/1197 oot 152/744 (I added. Also lo 4/1197 4/1197 4/1197 4/1197 4/1197 4/1372 4/1372 4/1386 5-door C ur choice: Al 4/1586 4/1586 4/1586 | P Hatch) ook at F P P P P P P P P P P P P P P P P P P P | 63/6000 264 (Sedar ord Fiesta, Ho 63/6000 63/6000 63/6000 63/6000 70/6000 70/6000 70/6000 000 000 000 000 000 000 000 000 0 | onda Bri - 65 94 erivativ - 71 | 113/4500 Service F 0, Toyota Etic 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 130/4000 130/4000 Fuel tank: ees. Replac 156/4000 156/4000 156/4000 | 4/F lan:2 yea os/Yaris, W 5/F 5/F 4/F 5/F 4/F 5/F 4/F 6/F 47 litres 5/F 5/F 5/F 5/F 47 litres 5/F 5/F 5/F 5/F 5/F 5/F 5/F 5/F | A If /300 V Polo V M M A M A M A M A M A M A M A M A M A M A M A M M | 00 km 12,6 12,81 n/a 12,6 12,6 12,6 11,75 12,3 9,23 264/I dd new n/a n/a 12,37 n/a | 160 (1.2 mo 160, Ope 160 160 160 160 160 170 165 195 024 dm n/a n/a n/a | 7,7 dels) 4 Corsa 2 6,8 6,8 7,6 6,8 7,6 6,6 7,4 7,68 3 • Ser oook at: N 7,0 7,0 7,4 | 2 vear , 0 0000 2 2 2 2 2 2 2 2 2 2 3 6 6 6 6 6 7 7 7 7 | S /60 000 km tes - S S S S S S S S S S S S S S S S S S | S Dkm (instremental street str | \$ 1,4 and 2015 (\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | \$ 1,6) Sport S S S S S S S S S | S Eurol S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | 150 Crash: 134 134 149 134 134 149 132 147 147 137 137 137 146 146 | Ma Jur Ma 5 sta |
| d: Huge improvement | Splash 1,2 GL auto 5-door Hatch / 4-door Sedan • Seats: 4/k cellent dynamics. Bad: Low-down torque. Our choice: 1,4 I Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,6 Sport Lin terms of cabin space and NVH. Bad: Engine will: \$X4 1,6 GLX | 150 400 5 • Fuel tank: 42 GLS. Replacement of 132 400 142 400 130 400 140 400 155 400 195 900 210 900 233 900 suffer with four or 265 900 295 900 295 900 | 3 174 litres • Bt | 4/1197 oot 152/744 (I added. Also lo 4/1197 4/1197 4/1197 4/1197 4/1197 4/1372 4/1372 4/1386 5-door C ur choice: Al 4/1586 4/1586 4/1586 | P Hatch) P P P P P P P P P P P P P P P P P P P | 63/6000 264 (Sedar ord Fiesta, Hd 63/6000 63/6000 63/6000 63/6000 70/6000 70/6000 100/63900 86/6000 86/6000 86/6000 86/6000 86/6000 | | 113/4500 Service F 0, Toyota Etic 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 130/4000 160/4400 Fuel tanks res. Replac 156/4000 156/4000 156/4000 | 4/F Ian: 2 yea ss/Yaris, W 5/F 4/F 5/F 5 | A r/300 M M A M A M A M A M A M A M A M A M M | 00 km 12,6 12,81 12,6 12,6 12,6 11,75 12,3 9,23 2,23 2,264/1 12,37 n/a 12,37 n/a | 160 (1.2 mo)lo, Ope 160 160 160 160 160 170 165 195 024 dm n/a n/a n/a n/a | 7,7 dels) 41 Corsa 21 6,8 6,8 7,6 6,8 6,8 7,6 6,6 7,4 7,4 7,0 7,0 7,0 7,0 7,4 7,4 asa.co | 2 year 7 7 7 7 7 7 7 za | S / 60 000 km tes - S S S S S S S S S S S S S S S S S S | S D km (in st. Feb S S S S S S S S S S S S S S S S S S | \$ 1,4 and 2015 (\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | S 11,6) | S Eurol S S S S S S S S S S S S S S S S S S S | S NCAP S S S S S S S S S S S S S S S S S S S | 150 134 134 134 134 134 134 147 137 147 137 137 137 146 146 | 5 sta Mar Jur Ma 5 sta Jur |
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| d: Huge improvement ATA aa d: Cheap. Improving o | Splash 1,2 GL auto 5-door Hatch /4-door Sedan • Seats: 4/k cellent dynamics. Bad: Low-down torque. Our choice: 1,4 I Swift DZire Sedan 1,2 GA Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,6 Sport tin terms of cabin space and NVH. Bad: Engine will: SX4 1,6 GLX SX4 1 | 150 400 5 • Fuel tanks 42 GLS. Replacement 132 400 142 400 157 400 158 400 195 900 210 900 233 900 235 900 295 900 295 900 295 900 341 900 341 900 ges. Small fuel ta 99 995 113 995 117 995 iil tested. Replace | 3 174 litres • Bt lue: Sedan 2 806 3 010 3 317 2 765 2 970 3 276 4 104 4 411 4 881 5 535 6 148 6 148 6 148 7 088 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 4/1197 oct 152/744 (I added. Also lo 4/1197 4/1197 4/1197 4/1197 4/1197 4/1372 4/1372 4/1372 4/1372 4/1586 4/1586 4/1586 4/1586 4/1586 4/1586 4/1586 4/1405 6/1405 6/1405 | P Hatch) Nok at F P P P P P P P P P P P P P P P P P P P | 63/6000 264 (Sedar ord Fiesta, Hd 63/6000 63/6000 63/6000 63/6000 70/6000 100/6900 20 er manual de manual |) dm³ 4 nda Bri 65 69 94 s: 4/5 • 7 71 - Seats Seats Sedan | 113/4500 Service P 0, Toyota Etic 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 115/4000 156/4000 | 4/F lan: 2 yea sys/aris, W 5/F 5/F 5/F 4/F 5/F 4/F 6/F 5/F 4/F 6/F 5/F 4/F 6/F 5/F 5/F 4/F 6/F 5/F 5/F 4/F 6/F 5/F 5/F 5/F V/F 5/2-4 • Fuel ta edan, Toy | A r/3000 M M M A M M A M M A M M M M M M M M | 00 km √ivo / Pc 12,61 12,62 12,66 12,66 12,66 12,66 12,66 12,6 12,8 12,33 9,23 9,23 12,37 12 | 160 11.2 mo 160, Ope 160 160 160 160 160 160 170 165 195 024 dm n/a n/a n/a n/a 184/81 184/81 155 Boots | 7,7 dels) 4.1 Corsa 2 6,8 6,8 7,6 6,8 7,6 6,6 7,4 7,4 7,0 7,0 7,0 7,0 7,0 7,4 88 89 89 89 10 \$89 | 2 year, 0 0000 2 2 2 2 2 6 6 6 6 Wice Nissa 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 | S / 60 0000 km tes S S S S S S S S S S S S S S S S S S S | S Dkm(Fist Feb - SS S | \$ 1,4 and 2015 (\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | S S S S S S S S S S S S S S S S S S S | S Eurol S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | 150 134 134 134 134 134 132 147 147 137 137 137 146 146 148 188 188 188 AP Cra | 5 sta Mar Jur Mar 5 sta Jur : 47 ish: n |
| d: Huge improvement ATA aa d: Cheap. Improving o | Splash 1,2 GL auto 5-door Hatch /4-door Sedan • Seats: 4/k cellent dynamics. Bad: Low-down torque. Our choice: 1,41 Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,6 GL Swift Hatch 1,6 GL SX4 1,6 GL SX4 1,6 GLX SX4 1,6 | 150 400 5 • Fuel tank 42 GLS. Replacement 122 400 142 400 157 400 130 400 140 400 155 400 210 900 233 900 suffer with four or 265 900 295 900 295 900 341 900 ges. Small fuel ta 99 995 113 995 117 995 til tested. Replace 144 995 | 3 174 Ittess • Bt 2806 3 010 2 806 3 010 2 876 2 970 3 276 4 104 4 411 4 881 5 535 6 148 6 148 7 088 2 144 2 430 2 512 ament due 3 063 | 4/1197 vot 152/744 (added. Also lo 4/1197 4/1197 4/1197 4/1197 4/1197 4/1372 4/1372 4/1386 5-doorf ur choice: Ar 4/1586 4/1586 4/1586 4/1586 4/1586 4/1586 4/1405 4/1405 4/1405 | P Hatch) look at F P P P P P P P P P P P P P P P P P P P | 63/6000 264 (Sedar ord Fiesta, Hd 63/6000 63/6000 63/6000 63/6000 70/6000 70/6000 100/63900 86/6000 |) dm³ « nda Bri 65 69 94 s: 4/5 « erivativ 71 71 Seats Sou mus Seatar | 113/4500 Service P 0, Toyota Etic 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 115/4000 156/4000 156/4000 156/4000 156/4000 110/3000 110/3000 110/3000 110/3000 110/3000 116/4750 | 4/F lan: 2 yea ss/Yaris, W 5/F 5/F 5/F 4/F 6/F 6/F 6/F 6/F 5/F 7/ litres 5/F 5/F 5/F 5/F 5/F 5/F 5/F 5/ | A r/3000 VPolo V M M A M A M A M A M A M A M M | 00 km 12,6 12,81 12,6 12,61 12,6 12,6 11,75 12,3 9,23 264/I ad new n/a n/a 12,37 n/a WV Boots 12,8 12,8 12,8 12,8 12,8 12,8 12,8 12,8 | 160 11,2mo 160,0pe 160 160 160 160 170 165 195 024dm n/a n/a n/a n/a 184/61 Also lo 155 155 155 155 Boot | 7,7 dels) 4:1 Corsa 2i 6,8 6,8 7,6 6,8 7,6 6,6 7,4 7,0 7,0 7,0 7,0 7,0 7,4 7,4 8,9 8,9 8,9 8,9 8,9 7,7 | 2 vear, 0 0000 2 2 2 2 2 2 6 6 6 6 Vice Nissa 7 7 7 7 7 7 | S /60 000 km tes S S S S S S S S S S S S S S S S S S S | S Dkm(t st: Feb - S S S S S S S S S S S S S S S S S S | \$ 1,4 and 2015 (\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | S S S S S S S S S S | S Eurol - S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | 150 134 134 134 134 139 134 149 132 147 147 137 137 146 146 AP Cra 168 AP Cra 151 | Jur Mar 5 sta Jur : 47 sh: n |
| d: Huge improvement ATA aa d: Cheap. Improving o | Splash 1,2 GL auto 5-door Hatch /4-door Sedan • Seats: 4/k cellent dynamics. Bad: Low-down torque. Our choice: 1,4 I Swift DZire Sedan 1,2 GA Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,6 Sport tin terms of cabin space and NVH. Bad: Engine will: SX4 1,6 GLX SX4 1 | 150 400 5 • Fuel tanks 42 GLS. Replacement 132 400 142 400 157 400 158 400 195 900 210 900 233 900 235 900 295 900 295 900 295 900 341 900 341 900 ges. Small fuel ta 99 995 113 995 117 995 iil tested. Replace | 3 174 Ittess • Bt 2806 3 010 2 806 3 010 2 876 2 970 3 276 4 104 4 411 4 881 5 535 6 148 6 148 7 088 2 144 2 430 2 512 sement due: | 4/1197 oct 152/744 (I added. Also lo 4/1197 4/1197 4/1197 4/1197 4/1197 4/1372 4/1372 4/1372 4/1372 4/1586 4/1586 4/1586 4/1586 4/1586 4/1586 4/1586 4/1405 6/1405 6/1405 | P Hatch) look at F P P P P P P P P P P P P P P P P P P P | 63/6000 264 (Sedar ord Fiesta, Hd 63/6000 63/6000 63/6000 63/6000 70/6000 70/6000 100/63900 86/6000 |) dm³ 4 nda Bri 65 69 94 s: 4/5 • 7 71 - Seats Seats Sedan | 113/4500 Service P 0, Toyota Etic 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 115/4000 156/4000 | 4/F lan: 2 yea ss/Yaris, W 5/F 5/F 5/F 4/F 6/F 6/F 6/F 6/F 5/F 7/ litres 5/F 5/F 5/F 5/F 5/F 5/F 5/F 5/ | A r/3000 VPolo V M M A M A M A M A M A M A M M | 00 km √ivo / Pc 12,61 12,62 12,66 12,66 12,66 12,66 12,66 12,6 12,8 12,33 9,23 9,23 12,37 12 | 160 11,2mo 160,0pe 160 160 160 160 170 165 195 024dm n/a n/a n/a n/a 184/61 Also lo 155 155 155 155 Boot | 7,7 dels) 4.1 Corsa 2 6,8 6,8 7,6 6,8 7,6 6,6 7,4 7,4 7,0 7,0 7,0 7,0 7,0 7,4 88 89 89 89 10 \$89 | 2 vear, 0 0000 2 2 2 2 2 2 6 6 6 6 Vice Nissa 7 7 7 7 7 7 | S /60 000 km tes S S S S S S S S S S S S S S S S S S S | S Dkm(Fist Feb - SS S | \$ 1,4 and 2015 (\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | S S S S S S S S S S | S Eurol S S S S S S S S S S S S S S S S S S S | S S S S S S S S S S S S S S S S S S S | 150 134 134 134 134 134 132 147 147 137 137 137 146 146 148 188 188 188 AP Cra | Jun Ma 5 sta Jun Sh: n |
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| d: Huge improvement ATA at d: Cheap. Improving of the cheap. Improving of th | Splash 1,2 GL auto 5-door Hatch / 4-door Sedan • Seats: 4/k cellent dynamics. Bad: Low-down torque. Our choice: 1,4 l Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,6 GLS Sx4 1,6 GLX | 150 400 5 • Fuel tanks 42 GLS. Replacement 132 400 142 400 157 400 130 400 140 400 155 400 210 900 233 900 suffer with four or 265 900 295 900 295 900 341 900 ges. Small fuel ta 99 995 113 995 117 995 214 995 200 114 15 16 2 995 200 114 15 2 995 200 114 15 2 995 200 115 2 995 200 115 2 995 200 116 2 995 200 117 995 200 118 10 118 2 995 200 | 3 174 Ittess • Bt use: Sedan 2 806 3 010 2 876 2 970 3 276 4 104 4 411 4 881 1 board. 0 5 535 6 148 7 088 1 k. No saf 2 144 2 430 2 512 2 ment due 3 063 3 431 | 4/1197 oct 152/744 (I added. Also lo 4/1197 4/1197 4/1197 4/1197 4/1197 4/1372 4/1372 4/1372 4/1586 5-door C or choice: Ar 4/1586 4/1586 4/1586 4/1586 4/1586 : Unknown. A 4/1405 4/1405 | PHAtch) look at F P P P P P P P P P P P P P P P P P P P | 63/6000 264 (Sedar ord Fiesta, Hd 63/6000 63/6000 63/6000 63/6000 63/6000 70/6000 70/6000 70/6000 86/6000 86/6000 86/6000 86/6000 86/6000 4-door ok at: 0/6000 66/6000 66/6000 80/600 | onda Bri onda Bri onda Bri onda Bri onda onda onda onda onda onda onda onda | 113/4500 Service P o, Toyota Etic 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 156/4000 156 | 4/F Ian: 2 yea ss/Yaris, W 5/F 5/F 4/F 5/F 4/F 6/F 5/F 4/F 6/F 5/F 5/F 5/F 5/2-4 5/2-4 5/5-5/F 5/F 5/F 5/F 5/F 5/F 5/F | A r/3000 VPolo V M M A M M A M A M M A M M | 00 km // 12,6 12,81 // 12,6 12,6 12,6 12,6 12,6 12,6 12,6 12,6 | 160 (1.2 mo loo, Ope 160 160 160 160 160 160 160 170 165 195 195 Also lo 155 155 Boot 155 155 155 155 | 7,7 dels) 4:1 Corsa 2: 6,8 6,8 7,6 6,8 7,6 6,6,6 7,4 7,0 7,0 7,0 7,0 7,0 0 ok at: 17 7,4 8,9 8,9 8,9 8,9 7,7 7,7 | 2 year / 0 0000 2 2 2 2 2 2 2 6 6 6 6 vice e Nissa 7 7 7 7 7 2 .za Servi enau | S /60 000 km tes S S S S S S S S S S S S S S S S S S S | S Dkm(t st: Feb S S S S S S S S S S S S S S S S S S S | S 1.4 and 2015 (S S S S S S S S S S S S S S S S S S S | S 11,6) | S Eurol S S S S S S S S S S S S S S S S S S S | S NCAP S S S S S S S S S S S S S S S S S S | 150 crash: 134 134 149 134 149 132 147 147 137 137 146 146 146 148 168 168 168 168 168 168 168 168 168 16 | Jur Ma 5 sta Jur sh: n |
| d: Huge improvement ATA at d: Cheap. Improving of the cheap. Improving of th | Splash 1,2 GL auto 5-door Hatch /4-door Sedan • Seats: 4/k cellent dynamics. Bad: Low-down torque. Our choice: 1,4 I Swift DZire Sedan 1,2 GA Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,6 Sport tin terms of cabin space and NVH. Bad: Engine will: SX4 1,6 GLX SX4 1 | 150 400 5 • Fuel tanks 42 GLS. Replacement 132 400 142 400 157 400 159 400 150 400 1 | 3 174 Itnes • Bt lines Sedan 2 806 3 010 3 317 2 765 2 970 3 276 4 104 4 411 4 881 1 board • 0 5 535 6 148 6 148 7 088 Rk. No safa 6 148 2 2 144 2 430 2 512 zement due 3 063 3 431 ss 4/5 • F choice: Ig 2 757 | 4/1197 ot: 152/744 (Ladded. Also lo 4/1197 4/1197 4/1197 4/1197 4/1197 4/1372 4/1372 4/1386 5-door Cour choice: Al- 4/1586 4/1586 4/1586 4/1586 4/1586 4/1586 1/1405 4/1406 4/1368 | PHAtch) look at F P P P P P P P P P P P P P P P P P P P | 63/6000 264 (Sedar ord Fiesta, Hd. 63/6000 63/6000 63/6000 63/6000 70/6000 100/6900 0ver Seat to emanual discount of the seat |) dm³ onda Bri onda B | 113/4500 Service P 0, Toyota Etic 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 115/4000 156/4000 | 4/F lan: 2 yea ss/Yaris, W 5/F 5/F 4/F 5/F 4/F 6/F 6/F 6/F 5/F 4/F 6/F 5/F 5/F 5/F 5/F 5/F 5/F 5 | A r/300 V Polo V M M A M A M Booto Brar M M M M M M M M M M M M M | 00 km // 12,61 12,81 n/a 12,6 12,6 12,6 12,3 9,23 9,23 9,23 12,8 12,8 12,8 12,8 12,8 12,8 13,5 13,5 000 km Ford F 14,0 0 | 160 (1.2 mo lo, Ope 160 160 160 160 160 165 195 0 Also I n/a n/a n/a n/a 184/61 Also lo 155 Boot 155 155 155 155 155 155 155 | 7,7 dels) 4: Corsa 2: 6,8 6,8 7,6 6,8 7,6 6,8 7,6 7,0 7,0 7,0 7,0 7,0 7,0 7,0 7,0 7,0 7,0 | 2 year 2 0 0000 2 2 2 2 2 2 | S /60 000 km tes S S S S S S S S S S S S S S S S S S S | S Dkm(to st: Feb S S S S S S S S S S S S S S S S S S S | \$ 1.4 and 2015 (\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | S S S S S S S S S S | S Eurol - | S NCAP S S S S S S S S S S S S S S S S S S | 150 crash: 134 134 149 134 139 132 147 147 137 137 137 137 137 137 137 137 137 13 | 5 star May - - - - - - - - - - - - - - - - - - - |
| d: Huge improvement ATA at d: Cheap. Improving of the cheap. Improving of th | Splash 1,2 GL auto 5-door Hatch / 4-door Sedan • Seats: 4/k cellent dynamics. Bad: Low-down torque. Our choice: 1,4 l Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift DZire Sedan 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,2 GL Swift Hatch 1,4 GLS Swift Hatch 1,4 GLS Swift Hatch 1,6 GLS Sx4 1,6 GLX | 150 400 5 • Fuel tanks 42 GLS. Replacement 132 400 142 400 157 400 130 400 140 400 155 400 210 900 233 900 suffer with four or 265 900 295 900 295 900 341 900 ges. Small fuel ta 99 995 113 995 117 995 214 995 200 114 15 16 2 995 200 114 15 2 995 200 114 15 2 995 200 115 2 995 200 115 2 995 200 116 2 995 200 117 995 200 118 10 118 2 995 200 | 3 174 Itress • Bt due: Sedan 2 806 3 010 2 876 2 970 3 317 2 765 2 970 3 176 4 104 4 411 4 881 n board. 0 5 535 6 148 7 088 2 144 2 430 2 512 Ement due 3 063 3 431 SS 4/5 • F Colorier 3 023 | 4/1197 oct 152/744 (I added. Also lo 4/1197 4/1197 4/1197 4/1197 4/1197 4/1372 4/1372 4/1372 4/1586 5-door C or choice: Ar 4/1586 4/1586 4/1586 4/1586 4/1586 : Unknown. A 4/1405 4/1405 | P Hatch) look at F P P P P P P P P P P P P P P P P P P P | 63/6000 264 (Sedar ord Fiesta, Hd 63/6000 63/6000 63/6000 63/6000 63/6000 70/6000 70/6000 70/6000 86/6000 86/6000 86/6000 86/6000 86/6000 4-door ok at: 0/6000 66/6000 66/6000 80/600 | onda Bri onda Bri onda Bri onda Bri onda onda onda onda onda onda onda onda | 113/4500 Service P o, Toyota Etic 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 113/4500 156/4000 156 | 4/F Ian: 2 yea ss/Yaris, W 5/F 5/F 4/F 5/F 4/F 6/F 5/F 4/F 6/F 5/F 5/F 5/F 5/2-4 5/2-4 5/5-5/F 5/F 5/F 5/F 5/F 5/F 5/F | A r/3000 VPolo V M M A M M A M A M M A M M | 00 km // 12,61 12,81 n/a 12,6 12,6 12,6 12,3 9,23 9,23 9,23 12,8 12,8 12,8 12,8 12,8 12,8 13,5 13,5 000 km Ford F 14,0 | 160 (1-2 mo lo, Ope 160 160 160 160 160 160 160 170 165 195 195 174 184 184 184 185 155 155 155 155 155 155 155 155 155 | 7,7 dels) 4:1 Corsa 2i 6,8 6,8 7,6 6,8 7,6 6,6 7,4 7,4 7,4 asa.cc 6 dm³ - 3 8,9 8,9 8,9 8,9 7,7 7,7 7,7 | 2 year / 0 0000 2 2 2 2 2 2 2 6 6 6 6 vice e Nissa 7 7 7 7 7 2 .za Servi enau | S /60 000 km tes S S S S S S S S S S S S S S S S S S S | S Dkm(t st: Feb S S S S S S S S S S S S S S S S S S S | S 1.4 and 2015 (S S S S S S S S S S S S S S S S S S S | S 11,6) | S Eurol S S S S S S S S S S S S S S S S S S S | S NCAP S S S S S S S S S S S S S S S S S S | 150 crash: 134 134 149 134 149 132 147 147 137 137 146 146 146 148 168 168 168 168 168 168 168 168 168 16 | 5 star May Jun Mar 5 star 47 ssh: n/ sh: n/ |

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TOP 12 RUNNER

12 WINNER







Q7

Qэ

Hilux 2,0

Hiluy 20 S

Hilux 2.5D-4D S

Hilux 2,5D-4D SRX Hilux 2,5D-4D 4x4 SRX

Hilux 2,7 Raider Legend 45 Hilux 2,7 Raider Dakar

Hilux 2,7 Raider Dakar
Hilux 3,0D-4D Raider Legend 45
Hilux 3,0D-4D A44 Raider Legend 45
Hilux 3,0D-4D A44 Raider Legend 45
Hilux 3,0D-4D VA4 Raider Dakar
Hilux 2,5D-4D Xtra cab SRX
Hilux 3,0D-4D Xtra cab Raider Legend 45
Hilux 3,0D-4D Xtra cab A48 Raider Legend 45
Hilux 3,0D-4D Xtra cab A48 Raider Legend 45
Hilux 3,0D-4D Xtra cab A48 Raider Dakar

Hilux 2,7 Double Cab Raider Legend 45

Hilux 2.7 Double Cab Raider Legend 45
Hilux 2.7 Double Cab Raider Dakar
Hilux 2.50 + Double Cab Raider Dakar
Hilux 2.50 + Double Cab A 44 SRX
Hilux 2.50 + Double Cab Raider Dakar
Hilux 3.00 + Double Cab Raider Legend 45
Hilux 3.00 + Double Cab Raider Legend 45
Hilux 3.00 + Double Cab Raider Legend 45
Hilux 3.00 + Double Cab Raider Dakar
Hilux 3.00 + Double Cab Raider Dakar
Hilux 3.00 + Double Cab A4 Raider Legend 45
Hilux 3.00 + Double Cab 44 Raider Legend 45
Hilux 3.00 + Double Cab 44 Raider Legend 45
Hilux 3.00 + Double Cab 44 Raider Dakar
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Hilux 4.00 + Double Cab 44 Raider Legend 45
Hilux 4.00 + Double Cab 44 Raider Dakar

Hilux 4,0 V6 Double Cab 4x4 Raider Daka

Innova 2,7 8-seater

Innova 2,7 7-seater

Quantum 2.7 GL 14-seater Bus

RAV420GX

Yaris 1.0

Yaris 1,3

Yaris 1,3 auto

Yaris Hybrid

RAV420GX auto

RAV4 2,2D-4D AWD GX

RAV4 2,2D-4D AWD VX

RAV4 2.5 AWD VX

Quantum 2.5D-4D GL 10-seater Bus

Quantum 2,5D-4D GL 14-seater Bu

Good: Competitively priced, comfortable ride and spacious cabin. Bad: Limited boot capacity. Our choice:

and Cruiser 70 Series

TOP 12 RUNNER.

| VOLKSW | AGEN | | | | | | | | | | W | ww.v | w.co. | za | Tele | ohon | e: 086 | 0 434 | 737 | Dea | alers: | 119 |
|--------------------------------|---|---------|-----------|----------------|---------|---------------|---------|------------|-------------|--------|-------|----------|---------|--------|-------|-------|--------|---------|-------|------|--------|-----------|
| Amarok | | 2/4-d | oor Pick- | Up • Seats: 2, | /5 • Fu | el tank: 80 l | itres • | Payload: 1 | 150/1 264 l | cg (SC | 862/9 | 18 kg (I | DC) • S | ervice | Plan: | 5 yea | r/90 O | 00 km • | Eurol | NCAP | crash: | 4 stars |
| Good: Stylish. Good on-road dy | marok 2/4-door Pick-Up • Seats: 2/5 • Fuel tank: 80 litres • Payload: 1 150/1 264 kg (SC) 862/948 kg (DC) • Service Plan: 5 year / 90 000 km • EuroNCAP crash: 4 stars iood: Stylish. Good on-road dynamics. Low fuel consumption. Space. Bad: Pricey. Our choice: DC 2/0 BiTDI. Replacement due: 3/0 TDI could be on the way. Also look at: Toyota Hilux, Mazda BT-50, Isuzu KB, Ford Ranger | | | | | | | | | | | | | | | | | | | | | |
| | Amarok 2,0TDI | 274 700 | 5714 | 4/1968 | D-T | 103/3500 | - | 340/1600 | 6/R | M | 13,2 | 162 | 9,1 | 1 | S | 0 | S | 0 | 0 | | 199 | - |
| | Amarok 2,0TDI 4Motion | 328 700 | 6818 | 4/1968 | D-T | 103/3500 | - | 340/1600 | | M | 13,4 | | 9,2 | 1 | S | | S | | 0 | 0 | 203 | - |
| The second second | Amarok 2,0TDI Trendline | 352 9 0 | 7 313 | 4/1968 | D-T | 103/3500 | - | 340/1600 | | M | 13,2 | | 9,1 | 2 | S | S | S | S | S | S | 199 | |
| | Amarok 2,0TDI Trendline 4Motion | 402 900 | 8 335 | 4/1 68 | D-T | 103/3500 | - | 340/1600 | | M | 13,4 | | 9,2 | 2 | S | S | S | S | S | S | 203 | - |
| | Amarok 2,0BiTDI Trendline 4Motion | 430 100 | 8 891 | 4/1968 | D-T | 132/4 00 | - | 400/1500 | 6x2/2-4 | M | 10,3 | 183 | 9,6 | 2 | S | S | S | S | S | S | 211 | - |
| | Amarok 2,0TDI Double Cab Trendline | 420 100 | 8 686 | 4/1968 | D-T | 103/3500 | - | 340/1600 | 6/R | M | 13,5 | 163 | 9,1 | 2 | S | S | S | S | S | S | 199 | - |
| | Amarok 2,0TDI Double Cab Trendline 4Motion | 471 100 | 9729 | 4/1968 | D-T | 103/3500 | - | 340/1600 | 6x2/2-4 | M | 13,7 | 161 | 9,2 | 2 | S | S | S | S | S | S | 203 | - |
| | Amarok 2,0BiTDI Double Cab Highline | 450 200 | 9 301 | 4/1968 | D-T | 132/4000 | 65 | 400/1500 | 6/R | M | 11,06 | 184 | 9,48 | 4 | S | S | S | S | S | S | 208 | Oct 12 |
| 150 CAR MAY 2015 | | | | | | | | | | | | | | | | | | | | | CAR | man co za |

| Good: Extremely rugged. Bad: F | Pricey. Hard ride. Our choice: 76 SW. Replacement | due: 4,5-litre | turbodies | sel engine ado | ded. Al | so look at: I | Vissar | n Patrol, Land | d Rover D | efend | er, Mah | indra | Scorpi | o, Jee | p Wrai | ngler, l | Mahin | dra Sc | orpio | | | | |
|--|---|----------------|--------------------|----------------|---------|---------------|---------|----------------|-------------------|----------|-----------|---------|---------|-----------------|----------|----------|----------------|--------------|-----------|--------|------------|-----------|-----|
| A DESCRIPTION OF THE PARTY OF T | Land Cruiser 79 4,0 V6 | 466 500 | 9 635 | V6/3956 | Р | 170/5200 | | 360/3800 | 5x2/4 | M | 12,62 | | 16,3 | 2 | S | S | S | S | - | S | - | - | |
| 100 | Land Cruiser 79 4,2D | 496 300 | 10 244 | 6/4164 | D | 96/3800 | - | 285/2200 | 5x2/4 | M | 18,0 | 140 | 13,1 | 2 | S | S | S | S | | S | | - | |
| | Land Cruiser 79 4,5D-4D LX V8 | 567 800 | 11 705 | V8/4461 | D-T | 151/3400 | - | 430/1200 | 5x2/4 | M | - | 160 | 13,9 | 2 | S | S | S | S | - | S | 306 | _ | |
| state of the latest terminal | Land Cruiser 79 4,0 V6 Double Cab | 527 500 | 10 881 | V6/3956 | Р | 170/5200 | - | 360/3800 | 5x2/4 | M | 12,6 | 165 | 16,3 | 2 | S | S | S | S | 5 | S | 320 | - | |
| | Land Cruiser 79 4,5D-4D LX V8 Double Cab | 621 300 | 12 799 | V8/4461 | D-T | 151/3400 | - | 430/1200 | 5x2/4 | M | 10.0 | 160 | 13,9 | 2 | S | S | S | S | S | S | 306 | - | - |
| | Land Cruiser 78 4,2D Wagon | 540 500 | 11 147 | 6/4164 | D | 96/3800 | - | 285/2200 | 5x2/4 | M | 18,0 | 145 | 14,3 | 2 | S | S | S | S | - | S | 314 | - | - |
| | Land Cruiser 76 4,2D Station Wagon | 565 900 | 11 666 | 6/4164 | DT | 96/3800 | - | 285/2200 | 5x2/4 | M | 18,0 | 150 | 13,9 | 2 | S | S | S | S | S | S | 306 306 | - | - |
| Land Cruiser 200 | Land Cruiser 76 4,5D-4D LX V8 Station Wagon | 635 400 | 1308/ | V8/4461 | D-T | 151/3400 | or CII | 430/1200 | 5x2/4 | IVI | litro | Ibu | 13,9 | Comi | الله مو | 3 | 5 or /01 |) 1000 la | 3 | o MC | 000 | abun/a | |
| | 10.11 or 1.11 B.10 | | 4D B 1 | | | | | V • Seats: 7 | | | | | _ | | | _ | | UUU K | II V EU | ILOIAC | AP Cra | SII: II/a | - |
| Good: Dependable with a capital | al D. Ultra-luxurious. Off-road ability. Bad: Pricey. 0 | ur choice: D | -4D. Kepl a | acement due: | Unkno | wn. Also Io | ok at: | Nissan Patr | ol, Merce | des-B | enz GL, | Audi | u/, Kar | ige Ko | over, Le | exus L | X | | | | | | |
| ALCOHOLD STORY | Land Cruiser 200 4,6 V8 VX | 1 053 300 | 21 628 | V8/4608 | Р | 227/5500 | - | 439/3400 | 6x2/4 | Α | - | - | 16,7 | 10 | S | S | S | S | S | S | 327 | - | |
| The second second | Land Cruiser 200 4,5D-4D VX | 1 081 600 | 22 206 | V8/4461 | D-T | 173/3200 | - | 615/1800 | 6x2/4 | Α | 10,65 | 192 | 12,4 | 10 | S | S | S | S | S | S | 273 | - | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| Land Cruiser Prado | | | | | 5-door | SIIV • Sea | te 7 c | Fuel tank: 1 | 50 litros | • Roo | t- 88/34 | 4/1 529 | Rdm3 • | Sarv | co Pla | n. 5 v | ar / 90 | 1000 k | m • Fi | uroNC | AP cra | ch: n/a | |
| | ad ability. Bad: Ergonomics. Our choice: Diesel. Re | nlacoment d | luo: Hadat | | | | | | | | _ | _ | | | | | | | | | AI CIU | on. n/a | _ |
| dood. Quality and luxury. Oil-10 | , , | | | | | | iuci, L | _ | ,, | | | | | v /\J, c | | | JIICIUN | .00 | | | | _ | _ |
| | Land Cruiser Prado 4,0 TX | 667 600 | | V6/3956 | Р | 202/5600 | - | 381/4400 | 5x2/4 | Α | 9,68 | | 13,56 | 7 | S | S | S | S | S | S | 266 | _ | |
| ATTENCE AND DESCRIPTION | Land Cruiser Prado 3,0DT TX | 677 900 | 13 955 | 4/2982 | D-T | 120/3400 | - | 400/1600 | 5x2/4 | Α | 11,7 | 175 | 10,2 | 7 | S | S | S | S | S | S | 224 | - | |
| The state of the s | Land Cruiser Prado 4,0 VX | 768 900 | 15 815 | V6/3956 | Р | 202/5600 | 86 | 381/4400 | 5x2/4 | Α | 9,68 | 180 | 13,56 | 7 | S | S | S | S | S | S | 266 | Jul 10 | |
| | Land Cruiser Prado 3,0DT VX | 773 300 | 15 905 | 4/2982 | D-T | 120/3400 | 49 | 400/1600 | 5x2/4 | Α | 12.99 | 175 | 10.2 | 7 | S | S | S | S | S | S | 224 | - | |
| Prius | | | | 5-do | or Hat | ch • Seats | 4/5 • | Fuel tank: 4 | 5 litres • | Boot: | 244/110 | 04 dm | • Ser | vice F | lan: 8 | year/ | 195 00 | 0 km • | Eurol | NCAP | crash: | 5 stars | |
| Good: Super economical. Nice in | nterior. High-tech features. Bad: Lightweight plastics | Still drones | a bit. Our o | :hoice: One m | odel o | nly. Replace | ment o | due: Unknow | n. Also lo | ok at: l | Honda I | nsight | Lexus | CT, To | yota Co | orolla I | D-4D. 2 | 0 000 k | ım test | :June | 2011 | | - 1 |
| Service Servic | Prius HSD Exclusive | 430 200 | 8 893 | 4/1798+e | D/H | 100e | | 142+e | V/F | ۸ | 10,4 | 120 | 4,9 | 7 | S | S | S | S | S | S | 94 | | |
| | Titus tion Exclusive | 400 200 | 0 033 | 4/1/JUTC | 1 /11 | 1006 | | 14216 | V/I | ^ | 10,4 | 100 | 4,0 | | 3 | J | 3 | 3 | J | J | 34 | | |
| Owner | 9 | | | | | | IDV . | C440 44 | | | 1 Process | | | C | | | /00 | 000 1- | | NC | AD | -boots | |
| Quantum | | | | | | | | Seats: 10-14 | | | | | | | | | | | | | | sn: n/a | |
| Good: Well, it it's tough enough fo | or our taxi industry. Bad: Strangers will attempt to get | in every time | you stop. (| Dur choice: 2, | D-4D | 14-seat. Rep | lacen | nent due: Unk | nown. Al | so lool | at: Voll | swag | en Kom | bı, Hy ı | undai H | 1-1, M | ercede | s-Benz | z Vito, (| Upel V | ivaro | | |
| Charles and the last of the la | Quantum 2,7 GL 10-seater Bus | 402 600 | 8 329 | 4/2694 | Р | 111/4800 | - | 241/3800 | 5/R | M | 18,4 | 155 | 16,6 | 2 | S | S | S | S | S | F | 327 | - | |
| THE RESERVE THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO I | O . 070144 . D | 447.000 | 0.044 | 4/0004 | n | 111/1000 | | 044/0000 | E/D | | 00.7 | | | | | | 0 | - | - | - | 000 | | |

111/4800

75/3600

door SUV • Seat

107/6200 72

107/6200

110/3600 66 340/2000

51/6000

73/6000

74e 47 111+e

73/6000 69

241/3800

260/1600

187/3600

187/3600

340/2000

93/3600

125/4000

125/4000

M M 20,7 25,4 155

M M 15.3 155 6.0

2,0-litre GX manual. Replacement due: New. Also look at: Nissan Qashqai, Kia Sportage, Hyundai ix35, Honda CR-V, VW Tigua

10.86

11,60

12,6 175

11.8 165 4.3

5/R

5/R

6/F

V/F

6/4

6/4

6/F

V/F

V/F

ş

4 382

4515

5 093

8 676

6328

7 979

8 208

8 416 8 925

9 238

9 522

9 485

10 430 10 718

10 695 10 988

11 509

Good: Large, affordable and Toyota reliability. Bad: Thirsty engine. Light-coloured interior. Our choice: Essentially one model. Replacement due: Unknown. Also look at: Chevrolet Orlando, Nissan NV200 Combi

216 000

238 5 0 244 300

291 800

349 000

306 200 315 100

352 000

361 600

304 700

381 600

439 000

393 100

385 500

461 000

473 300

505 400 519 500

518 400

532 700

460 200

544 600 472 500

288 600 5 999

306 800 6371

417 900

432 300

310 000

320 800

389 400

469 000

167 900 3 532

194 300 4 071

206 5 0

276 300

8 641

8 936

8 995

6 436

6 657

8 059

9 686

5 747

Good: Space. Ride comfort. Bad: Perceived quality a step down. Our choice: 1,3. Replacement due: Facelifted. Also look at: VW Polo, Ford Fiesta, Mazda Mazda2, Opel Corsa, Kia Rio, Renault Clio

4/2694

4/2494

4/1987

4/1987

4/2231

4/2231 D-T 110/3 00

3/998

4/1329

4/1329

4/1497+e P/H

D-T

D-T

5-door Hatch . Se

2-door Pick-Up / 4-door Double Cab • Seats: 2 (Single Cab / Xtra Cab) 4/5 (Double Cab) • Fuel tank: 80 litres • Payload: 910/1 030 kg • Service Plan: 5 year / 90 000 km • EuroNCAP of the Cab / Service Plan: 5 year / 90 000 km

182/4000

182/4000

200/1400

260/1 00 241/3800 241/3800 343/1400

343/1400 343/1400 343/1400 260/1600

343/1400 343/1400

241/3800

260/1600 343/1600

343/1400 343/1400 343/1400

343/1400

343/1400 343/1400 343/1400 343/1400

376/3800

241/3800

2/4-door Pick-Up /5-door SUV • Seats: 2 (79) 4/5 (76) • Fuel tank: 130 (76 and 79 D/C), 180 (78 and 79 S/C) litres • Payload: 815 - 1 135 kg (depending on model) • Service Plan: n/a • EuroNCAP crash: n/a

5/R

5/R 5x2/2-4

5/R 5/R

5/R

5x2/2-4

5/R

5x2/2-4

5/R 5/R

5x2/2-4

5/R

5/R

5/R

5x2/2-4 5/R 5/R

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S S S S 265 Dec 11

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10,44 9,6 10,32 11,64 10,3 11,6

170 175 170 175 180 180 180 10,32 11,64 10,3 11,6 14,4 14,4

10,60 180 13,44

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89

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135

M 10,58 180 9,24

190

13.5

17,3

12,9 13,58

12,7 13,6

9,8 9,8

Good: Tough as nails. Bad: Firm ride. Our choice: 3,0 D-4D. Replacement due: 2015. Also look at: Ford Ranger, Mazda BT-50, Isuzu KB, Mitsubishi Triton, Nissan Navara, Volkswagen Amarok 20 000 km test: Nov 2012 (pre-facelift 3,0 D-4D Xtra Cab)

D-T

D-T

D-T D-T

D-1

100/5600

100/5600

75/3600 75/3600

118/5200 118/5200

120/3400 120/3400 120/3400 120/3400

120/3400

75/3600 120/3400 120/3400 120/3400

120/3400 120/3400 118/5200

118/5200

75/3600 106/3400 120/3400 120/3400

120/3400 120/3400 62

120/340 120/340

175/5200 175/5200 175/5200 175/5200

118/5200 72

118/5200 72 241/3800

4/1998

4/1998

4/2494 4/2494

4/2494 4/2494 D-T D-T 75/3600 75/3600

4/2694 4/2694

4/2982 4/2982 4/2982

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4/2982

4/2982 D-T 120/3400

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4/2982 4/2982 4/2982 V6/3956 V6/3956 V6/3956

4/2694

4/2694

Caddy

PRICE (R.)

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518 700

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359 400 7 446

300 400

319 500

340 600

337 500

35 3NN 7 566

411 400

455 900

454 300

535 300 11 041

RACELOGIC Data collected using Racelogic VBOX. See CARmag.co.za

Beetle 1.2TSI Design

Reetle 1.4TSI Sport auto

Beetle 1.4TSI Sport

Caddy 1 6 Trendline

Cross Caddy 2.0TDI

CC 1.8TSI

CC 2.0TDI

CC 2,0TSI

CC 3 6 V6 4Moti

Caddy 2.0TDI Trendline

Caddy Maxi 2,0TDI Trendline

Caddy Maxi 2,0TDI Trendline

Amarok 2,0BiTDI Double Cab Highline auto

Amarok 2,0BiTDI Double Cab Highline 4Motion

marok 2 0BiTDI Dhl Cah Highline 4Motion aut

The Party

4/1968

4/1598

4/1968

4/1968

4/1968

4/1968

4/1968 D-T 130/4200

4/1984

1/6/3597

Good: Classy, comfortable and refined. Bad: Nothing much. Our choice: 1,4 TSI Comfordine. Replacement due: Golf R added. Also look at: Opel Astra, Toyota Auris, Renault Mégane, Audi A3 / S3 Sportback, Honda Civic, Mazda3 (Hatch); Audi A3 Cabriolet; MINI Convertible (Cabriolet)

D-T 132/4000

4/1390 P-ST 118/5800 86 240/1500

75/5600

81/4200

81/4200 48

63

4/1968 D-T 132/4000

4/1197 P-T 77/5000

4/1390 P-ST 118/5800

D-T

D-T 81/4200

4/1798 P-T 118/5000

P-T 155/5300

220/660

420/1750 8/R A 10,6 180 400/1500 6x2/2-4 M 11,35 179

175/1550 6/F

240/1500

148/3800

250/1750

250/1750

250/1750

220/1500

250/1500

380/1750

280/1700

350/2400

4-door Sedan • Seats: 5 • Fuel tank: 70 litres • Boot: 392/1 016 dm3 • Main

6/F M

7/F Α

5-door MPV • Seats: 4/5 • Fuel tank: 60 litres • Boot: 2 6/2 720 dm3 • Service Plan: optional (maintenance or service

5/F

5/F

7/F

6/F

6/F

6/4

3-door Hatch • Seats: 4 • Fuel tank: 55 litres • Boot: 264/648 dm3 • Maintenance Plan: 5 year / 60 000 km

M

M M 13.7 164

13.88 170

12.4 170

12,8

10 9

8,5 222

Seats: 4/5 • Fuel tank: 50/55 litres (model dependent) • Boot: 216/1 016 dm³ • Service Plan: 5 year / 90 000 km • EuroNCAP crash: 5 stars

8,4 220 6,2

7,3 240 9,4

55 250

9659

Good: Design and ride quality, Improved practicality, Bad: But still an acquired taste. Our choice: 1,2 TSI Design Replacement due: Cabriolet on the way, Also look at: MINI Hatch / Coupé, Citroën DS3

Good: Spacious people and goods mover. Bad: Delivery van-like appearance. Expensive. Our choice: 2,0 TDI Trendline. Replacement due: Recently facelifted. Also look at: Opel Meriva, Flat Qubo / Doblo

6 240

6 630

7 061

6 998

8 508

9418

9 385

Good: Individualistic looks. Luxury for four (now five). Big boot. Great engines. Bad: Expensive. Our choice: 2,0 TDI. Replacement due: Facelifted. Also look at: Honda Accord, Peugeot 508, Lexus ES

h/2-door Convertible

AUDIO

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May 13

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9.59 208 7.92

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170 7,0

| | PRICE (B.) | 14044 | ENGINE | 376 | KNOWER WORK | NOWER. | NO SOLITORE IN THE SOLITOR IN THE SO | GEAD. | TRAN. | 0.100. | Spek Kmin | CORE | AIRBAGS | Selve | SPUNE | AIRE | AUDIO V | POWER | Co WS |
|--|---|---|--|---|--|--|--|---|---|--|--|---|--|--|--|--|--|---|--|
| Kombi 2,0TDI 75kW LWB Kombi 2,0TDI 103kW SWB Trendline auto Kombi 2,0TDI 103kW SWB Comfortline auto Kombi 2,0TDI 103kW LWB Kombi 2,0TDI 103kW LWB Kombi 2,0TDI 103kW LWB auto Caravelle 2,0BITDI Caravelle 2,0BITDI 4Motion auto California Beach 2,0BITDI 4Motion California Beach 2,0BITDI 4Motion auto | 467 100 486 200 549 500 540 000 557 500 655 400 706 400 679 300 697 800 | 9 647 10 037 11 331 11 137 11 495 13 495 14 538 13 984 14 362 | 4/1968 4/1968 4/1968 4/1968 4/1968 4/1968 4/1968 4/1968 4/1968 5-door SUV | D-T 7 D-T 10 D-T 10 D-T 10 D-T 10 D-T 13 D-T 13 D-T 13 D-T 13 - Seats: | 25/3500 03/3500 03/3500 03/3500 03/3500 03/3500 02/4000 02/4000 02/4000 4/5 • Fue | tank: | | 5/F 7/F 7/F 6/F 7/F 6/F 7/4 6/4 7/4 Boot: 28 | M A A M A M A M A | 17,9 14,7 14,7 14,2 14,7 11,4 12,1 11,4 12,1 296 dm | 157 172 172 173 172 191 188 191 188 | 8,8 9,6 9,6 9,0 9,6 9,4 0,6 0,1 0,6 | 2 S 2 S 2 S 2 S 2 S 6 S 6 S 6 S | S S S S S S S S | | S S S S S S S | S S S S S S S | F 1 F 2 F 1 F 2 F 2 F 2 F 2 F 2 F 2 | 90 - 111 - 111 - 198 - 111 - 196 - 111 - 196 - 111 - 1 |
| Good: Car-like interior comfort and car-like to drive, Bad: Smaller than most of its rivals Tiguan 1,4TSI 90kW Trend&Fun Tiguan 1,4TSI 118kW Trend&Fun Tiguan 1,4TSI 118kW Trend&Fun Tiguan 1,4TSI 118kW Trend&Fun Tiguan 2,0TDI Trend&Fun Tiguan 2,0TDI 4Motion Trend&Fun Tiguan 2,0TDI 4Motion Trend&Fun Tiguan 2,0TDI 4Motion Treck&Field Tiguan 2,0TDI 4Motion Sport&Style Tiguan 2,0TSI 4Motion Sport&Style Tiguan 2,0TSI 4Motion Sport&Style | inside. Our cl 332 400 364 500 379 500 376 500 355 900 422 400 447 500 483 000 | 6 894 7 550 7 856 7 795 7 374 8 733 9 246 9 522 9 972 | 4/1390 4/1390 4/1390 4/1390 4/1968 4/1968 | P-T 9 P-ST 11 P-ST 11 P-ST 11 D-T 8 D-T 10 D-T 10 D-T 10 P-T 15 | 00/5000 8/5800 8/5800 8/5800 11/2750 13/4200 13/4200 13/4200 15/5100 | 51 - - - - - | 200/1500 240/1750 240/1750 240/1750 280/1750 320/1750 320/1750 320/1750 280/1700 | 6/F 6/F 6/F 6/4 6/F 7/4 7/4 7/4 | M M A M M A A A | 10,9 9,3 9,3 9,6 13,46 10,7 10,7 10,7 | 184 197 193 192 174 182 182 182 182 207 | 7,8 8,0 8,5 9,1 3,36 7,8 7,8 7,8 | 6 S 6 S 6 S 6 S 6 S 6 S 6 S 6 S | \$ \$ \$ \$ \$ \$ \$ \$ | \$ \$ \$ \$ \$ \$ \$ | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | S S S S S S S S | S 1 S 1 S 1 S 1 S 1 S 1 S 1 S 1 S 2 | 52 - 56 - 64 - 78 - 39 - 72 - 72 - 72 - 72 - 56: 5 stars |
| Good: Luxurious interior. Powerful engines. Good cruiser. Good off-road, too. Bad: Touareg V6 TDI Elegance Touareg V6 TDI Luxury Touareg V6 TDI Escape Touareg V8 TDI Executive | 709 100 709 500 796 500 822 100 990 600 | 14 593 16 379 16 903 20 346 | V6/3597 V6/2967 V6/2967 | P 20 D-T 18 D-T 18 D-T 25 | 06/6200 80/4000 80/4000 60/4000 | | 360/3200 550/2000 550/2000 800/1750 | 8/4 8/4 8x2/4 8/4 | A A A | 7,8 7,8 7,8 5,8 | 228 218 218 242 | 3,1 8,6 8,8 0,9 | 6 S 6 S 6 S 6 S | S S S | S S S | S S S | S S S | S 2 S 1 S 1 S 2 | 59 - 89 - 93 - 93 - 93 - 95 - 95 - 95 - 95 - 9 |
| | 300 400 325 000 340 000 346 100 oor Hatch | 6 240 6 743 7 049 7 174 Seats: 4 | 4/1197 4/1968 4/1968 4/1390 • Fuel tank: 3 | P-T 7 D-T 8 D-T 8 P-ST 10 | 7/5000 31/4200 31/4200 3/5600 Boot: n/a | - - - 68 a dm ³ | 175/1500 250/1750 250/1750 250/1500 Service P | 6/F 6/F 6/F 6/F | M M A M onal Se | 11,9 12,1 12,1 11,10 rvice o | 185 185 183 202 or Maint | 7,7 6,5 6,8 ,16 | 6 S 6 S 6 S Flan fro | S S S s om 3 ye | \$ \$ \$ \$ ars/45 | S S S O00 km | | S 1 S 1 S 1 | 49 - 44 - 49 - 59 Apr 11 crash: n/a |
| Good: Upmarket styling in the entry-level side of the market. Bad: Compact size and 3-do Take up! 1,0 Move up! 1,0 | or layout. O u 133 500 140 500 | r choice: A 2 829 2 972 | 3/999 3/999 3/999 | P 5 | 55/6200 55/6200 | . Also I | 95/3000 95/3000 95/3000 | ner unique 5/F 5/F | M | roën C1 13,2 13,2 | 171 | 5,6 | door and 4 S 4 S | other ". S S | A" segn S S | s S S | ors. O S | 0 1 S 1 | _ |
| VOLVO S60 | | | | | | | el tank: 70 l | | oot: 32 |)/920 di | m³ • Ma | intena | | 1: 5 yea | rs/100 | 000 kn | n • Eur | oNCAP | crash: n/a |
| Good: Stylish and spacious with a wide range and quality finishes. Bad: D5 engine fe S60 T3 Essential S60 T4 Excel S60 D4 Excel S60 D5 Excel S60 T5 Excel S60 T6 Excel S60 T6 Etite S60 T6 Elite S60 T6 AWD R-Design | 356 400 390 700 396 100 445 800 477 300 511 500 539 900 | 1. Likely re 7 384 8 085 8 196 9 212 9 855 10 554 11 135 12 012 | 4/1596 4/1596 4/1596 4/1969 4/1969 5/2400 4/1969 | P-T 11 P-T 13 D-T 13 P-T 18 D-T 15 P-T 22 P-T 24 | 0/5700 0/5700 12/5700 13/4250 10/5500 18/4000 15/5700 12/5400 | - 65 - - - - | 240/1600 240/1600 240/1600 400/1750 350/1500 440/1500 400/2100 480/3000 | 6/F 6/F 6/F 8/F 8/F 6/F 8/F | M A A A A A | 9,4 10,2 8,3 7,4 6,3 7,6 5,9 5,7 | 205 210 225 230 230 230 230 230 230 250 | 6,6 8,2 7,0 5,0 7,2 7,1 7,7 | 6 S 6 S 6 S 6 S 6 S 6 S | \$ \$ \$ \$ \$ \$ \$ | S S S S S S | \$ \$ \$ \$ \$ \$ \$ | \$ \$ \$ \$ \$ \$ \$ | S 1 S 1 S 1 S 1 S 1 S 1 S 1 S 1 S 2 | 29 - 559 - 34 - 09 - 339 - 54 - 49 - |
| Good: Styling and safety features. Quality. Comfort. Bad: Small boot. Optional safet V40 T3 Essential V40 T4 Excel V40 T5 Excel | 310 400 315 700 355 400 373 300 385 200 403 700 421 200 | 6 444 6 552 7 364 7 730 7 973 8 351 8 709 | : D3. Replace 4/1596 4/1560 | P-T 11 D-T 8 P-T 13 P-T 13 D-T 11 D-T 14 P-T 18 | : Still fres 0/5700 84/3600 82/5700 82/5700 0/3500 9/4250 0/5500 | 93 - 70 - 70 | 240/1600 270/1750 240/1600 240/1600 240/1600 350/1500 400/1750 350/1500 | udi A3 Sp 6/F 6/F 6/F 6/F 6/F 6/F 8/F | M M M A A A | 8,8 11,9 9,02 8,5 9,55 7,2 6,3 | 210 190 225 225 205 2 0 240 | Golf, BI 6,5 4,3 6,6 7,4 1,24 4,2 | WW 1 Se 8 S 7 S 8 S 8 S 8 S 8 S | S S S S S S | ercede S S S S S S | s-Ben S S S S S S | S S S S S S S | SS 1 S 1 S 1 S 1 S 1 S 1 S 1 S 1 S 1 S | 25 - 94 - 29 Feb 13 44 - 36 Dec 12 06 - 37 - |
| Good: Design. Slightly raised. Bad: All-wheel drive only available on top-of-the-rar V40 Cross Country T4 Essential V40 Cross Country D3 Excel V40 Cross Country D4 Excel V40 Cross Country D5 Excel V40 Cross Country D5 Excel | | 7 433 7 801 8 298 8 725 9 430 | e: Possibly the 4/1596 4/1596 | D3. Repl P-T 13 P-T 13 D-T 11 D-T 14 P-T 18 | acement 32/5700 32/5700 0/3500 10/4250 10/5500 | due: N | 240/1600 240/1600 240/1600 350/1500 400/1750 350/1500 | 6/F 6/F 6/F 6/F 8/F 8/4 | M A A A A | s-Benz 7,7 8,5 9,3 7,5 6,1 | 210 210 210 200 210 210 210 | INI Cou 6,6 7,3 6,2 5,2 7,7 | untryma 8 S 8 S 8 S 8 S | S S S S S | S S S S S | Audi A S S S S S | S S S S S S | s 1 S 1 S 1 S 1 S 1 | 29 - 43 - 37 - 12 - 49 - |
| Good: Stylish and spacious. Bad: D5 engine feels unrefined. Our choice: T4 Excel. Re V60 T3 Excel V60 D4 Excel V60 T5 Excel V60 D5 Elite V60 T6 Elite V60 T6 AWD R-Design | 407 500 455 200 489 800 | 8 429 9 404 10 111 10 814 11 378 | fted. Also look 4/1596 4/1969 4/1969 5/2400 4/1969 6/2953 | P-T 11 D-T 13 P-T 18 D-T 15 P-T 22 P-T 24 | edes-Ber 0/5700 13/4250 10/5500 18/4000 15/5700 12/5400 | nz C/E- - - - - - | 240/1600 400/1750 350/1500 440/1500 400/2100 480/3000 | e, Audi A 6/F 8/F 8/F 6/F 8/F 6/4 | A A A A A A A A A | d, Hond 10,4 7,6 6,4 7,7 6,0 5,8 | 205 225 230 230 230 230 250 | 7,4 8,0 7,4 7,4 8,0 2,2 | 20 000 km 6 S 6 S 6 S 6 S 6 S | S S S S S S | eptemb S S S S S | s S S S S S S | 2 (V60 T S S S S S S | S 1 S 1 S 1 S 1 S 1 S 1 S 1 S 2 | rshift) 67 - 12 - 44 - 62 - 57 - |
| XC60 Good: Superb refinement and on-road comfort. Bad: Pricey. T6 AWD is thirsty. Our XC60 D4 Essential XC60 D5 AWD Excel XC60 T6 Excel XC60 T6 Excel XC60 T6 AWD R-Design | choice: T5. 1 538 300 539 200 608 300 614 100 689 400 | 11 102 11 120 12 533 12 651 | ent due: Facel 4/1969 4/1969 5/2400 4/1969 6/2953 | D-T 13 P-T 18 D-T 15 P-T 22 P-T 24 | 3/4250 3/5500 6/5500 6/4000 2/5/5700 12/5400 | : Audi (- - - - | 400/1750 350/1500 440/1500 400/2100 480/3000 | 3, Nissar 8/F 8/F 6/4 8/F 6/4 | A A A A A A | 8,5 7,2 8,3 6,9 6,6 | aru Fore 210 210 205 210 210 | ster, Le 5,6 8,0 7,7 8,8 2,8 | exus NX 6 S 6 S 6 S 6 S 6 S | 20 000 k S S S S S | S S S S S | May 20 S S S S S | S S S S S S | S 1 S 1 S 1 S 1 S 2 | 24 - 57 - 69 - 69 - 49 - |
| XC70 Good: Combination of AWD and estate body. Bad: Untested. Our choice: Only one XC70 D5 AWD Elite XC90 | 498 500 | 10 289 | lue: Facelifted 5/2400 5-door SUV | D-T 15 | ok at: Aud 58/4000 5 • Fuel | di A4 A - tank: 7 | 440/1500 1 litres / 50 | aru Outba 6/4 litres (T8 | A A B) • Bo | 8,3 ot: n/a (| 205 dm³ • N | 7,7 | 6 S ance Pla | S nn: 5 ye | S ar/100 | S 000 kn | S n • Eur | S 1 | 69 |
| Good: The most sophisticated Volvo to date. Bad: Untested. Our choice: Untested. Replacement XC90 D4 Momentum XC90 D5 AWD Momentum XC90 T5 AWD Momentum XC90 T6 AWD Momentum XC90 T6 AWD Momentum XC90 T8 Momentum XC90 T8 Momentum XC90 T8 Momentum | 792 000 * 792 000 * 841 200 * 815 400 * 855 000 * 993 100 * | 16 287 17 293 16 766 17 575 20 398 | 4/1969 | D-T 14 D-T 16 P-T 18 P-T 23 | 10/4250 55/4250 87/5500 | | Frand Cherok 400/1750 470/1750 350/1500 400/2200 640e | 8/F 8/F 8/4 8/4 8/4 8/F | A A A A A A | 7,8 - 6,9 6,4 | 220 - 230 | 5,9 7,0 8,6 9,2 | ort, Lexus 6 | RX, Por | S S S S S | yenne, ' S S S S S | Volkswa S S S S S | S 1 S 1 S 1 S 1 | 29 - 52 - 64 - 79 - |



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Porsche Centre Johannesburg

Corner Witkoppen and Wroxham Road, Paulshof Telephone 011 540 5000

www.porschejohannesburg.com



Boxster S PDK 2013, 7,500 km, white, black leather, R815 000



Boxster GTS PDK 2014, 2,650 km, racing yellow, black leather, R950 000



Cayman R PDK 2011, 13,550 km, carrara white, black leather, R815 000



911 Carrera S Cabriolet PDK 2009, 34,200 km, meteor grey, black all leather, R895 000



911 Carrera Cabriolet PDK 2013, 5,850 km, guards red, black all leather, R1 195 000



911 Carrera 4S PDK 2013, 17,000 km, platinum silver, black all leather, R1 395 000



2014, 14,500 km, sapphire blue metallic, black all leather, R2 595 000



Panamera Diesel 2014, 36,500 km, rhodium silver, black leather, R795 000



Macan S Diesel 2014, 12,050 km, white, agate grey, R915 000



Cayenne S Diesel 2013, 38,500 km, umber metallic, light tartufo,two-tone leather, R995 000



Cayenne Turbo 2011, 73,800 km, classic silver metallic, platinum grey all leather, R895 000



Cayenne Turbo S 2013, 25 400 km, white, black/carrera red, R1 745 000

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- 111-point inspection.
- Vehicles sold with balance of Driveplan or up to 2-years / 200,000 km Pre-owned Service and Maintenance Plan (extendable for 9 years from date of first registration and up to 200,000 km/s).





Porsche Centre Pretoria

452 Botterklapper Street, Off Lynnwood Road, Die Wilgers, Pretoria,

Telephone 012 816 7600 www.porschepretoria.com



Boxster S PDK 2009, 61,200 km, aqua blue, black leather, R515 000



911 Carrera S Tiptronic 2006, 29,800 km, speed yellow, black all leather, R695 000



911 Carrera S Cabriolet PDK 2009, 54,800 km, arctic silver, black all leather, R865 000



911 Carrera S PDK 2009, 36,500 km, carrara white, black leather, R895 000



911 Carrera 4S PDK 2014, 7,000 km, rhodium silver, black leather, R1 375 000



911 GT3 2008, 34,800 km, carrara white, black leather, R1 295 000



Panamera Diesel 2014, 20,000 km, white, black leather, R949 000



Cayenne Diesel 2009, 96,100 km, basalt black, black leather, R475 000



Cayenne Turbo 2007, 85,000 km, basalt black, black all leather, R629 000



Cayenne Diesel 2012, 47,200 km, white, black all leather, R745 000



Cayenne S 2011, 47,050 km, meteor grey, luxor beige all leather, R745 000



Cayenne Turbo 2010, 58,000 km, classic silver metallic, black all leather, R995 000



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www.porschecapetown.com



968 Coupe Tiptronic 1993, 141,500 km, grand prix white, black leather, R295 000



911 Carrera 2 LHD (964) 1991, 95,400 km, diamond blue, carrera grey leather, R695 000



911 Carrera RS LHD (993) 1995, 96,500 km, polar silver, black leather, POA

Tried, tested, yours. Porsche Approved.

- 111-point inspection.
- Vehicles sold with balance of Driveplan or up to 2-years / 200,000 km Pre-owned Service and Maintenance Plan (extendable for 9 years from date of first registration and up to 200,000 km's).





Porsche Centre Umhlanga

49 Meridian Drive, Umhlanga Ridge Town Centre, Umhlanga Ridge Telephone 031 514 3000 www.porscheumhlanga.com



Cayman R (987) 2012, 2,500 km, platinum silver, black leather, R795 000



911 Carrera 4 GTS PDK (997) 2011, 14,000 km, guards red, black leather, R1 095 000



911 Carrera S PDK (991) 2012, 2,800 km, agate grey, black leather, R1 195 000



911 Carrera 4S PDK (991) 2013, 36,000 km, white, black leather, R1 295 000



911 Carrera 4S (991) 2013, 8,100 km, platinum silver, black all leather, R1 495 000



Panamera S PDK 2010, 41,000 km, platinum silver, black all leather, R795 000



Panamera 4S PDK 2010, 59,000 km, yachting blue, beige leather, R795 000



Cayenne Diesel Tiptronic (E2) 2011, 61,000 km, sand white, beige leather, R665 000



Cayenne S Tiptronic (E2) 2010, 89,000 km, jet black, black all leather, R675 000



Cayenne Tiptronic (E2) 2012, 36,000 km, white, black leather, R775 000



Cayenne Tiptronic (E2) 2014, 5,500 km, classic silver, black leather, R895 000



Cayenne GTS Tiptronic (E2) 2013, 18,800 km, jet black, cream/umber all leather, R1 145 000

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Cayman Tiptronic 2007, 47,050 km, cobalt blue, black leather, R435 000



911 Carrera S 2005, 85,300 km, basalt black, black all leather, R645 000



911 Carrera S2005, 27,100 km, arctic silver, black leather, R695 000



911 Carrera S Cabriolet 2005, 38,500 km, carrara white, cocoa brown all leather, R795 000



911 Carrera PDK 2009, 61,100 km, arctic silver, black leather, R795 000



911 Carrera 4S Cabriolet 2004, 79,600 km, basalt black, savanna all leather, R545 000



911 Turbo Tiptronic 2001, 78,460 km, cobalt blue, savanna all leather, R695 000



911 Turbo Tiptronic (450 hp) 2004, 52,000 km, speed yellow, black all leather, R745 000



911 Turbo Tiptronic 2007, 58,300 km, arctic silver, black all leather, R995 000



Cayenne
2007, 147,020 km, crystal silver, black leather,
R295 000



Cayenne S2007, 56,400 km, basalt black, black leather, R445 000



Cayenne Turbo S 2009, 83,250 km, lava grey, black smooth leather, R695 000



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2012 Ferrari 458 Spider. Black leather with Rosso stitching, Lifting kit, Sports exhausts, Navigation, Fender badges, JBL sound, Memory seats, 15 000km. R3 500 000



2012 Porsche Panamera Diesel. Black leather, Navigation, Sunroof, Reverse camera, Radio/CD, 54 000km.

R699 000



2013 Mercedes-Benz A45 AMG Edition 1. Black leather/alcantara, Navigation, PDC, Intelligent lights, Media interface, R629 000 Reversing camera, 24 000km.



2013 Mercedes-Benz A250 Sport. Black leather with red stiching, Navigation, Panoramic roof, PDC, Radio/CD, 34 000km. R429 000



2012 BMW M135i (A). Black leather, Sunroof, Xenon lights, Bluetooth, USB, iPod, PDC, 18" Alloys, bal of M/plan, 25 000km.

R409 000



2012 Mercedes-Benz E350 Cabriolet. Black leather, Navigation, Harman/Kardon, Heated memory seats, Lane keep assist, R519 000 Reversing camera, 22 000km.



2014 BMW M4 Coupé. Merino leather, Navigation, Sunroof, PDC, Reversing camera, Comfort access, Heads-up display, Harman/Kardon, 6 000km. R1 099 000



2010 Mini Cooper S Convertible (M). Black interior, Xenon lights, PDC, MFS, Radio/CD, 17" Alloys, 47 000km.

R199 000



2013 Range Rover Voque SE SDV8. Black leather, Navigation, Panoramic roof, Reversing camera, PDC, T/bar, Bal of M/plan, R1 499 000



2014 BMW X5 xDrive 3.0d M Sport. Black leather, Naviagation, Panoramic roof, Reversing camera, PDC, Towbar, Bal of M/plan, R 899 000



2014 Mercedes-Benz ML350 BlueTec AMG. Black leather, Navigation, Panoramic roof, Active park assist, 360° cameras, Bi-Xenon, R920 000 Reversing camera, Towbar, 3 000km.

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JAGUAR XK 5.0 COUPE 2011, 34000km, silver, 2 door automatic, petrol

R559 950



MAZDA BT50 2.2 TDi SLX 2014, 39000km, blue, 2 door manual, diesel

R259 950



BMW 640D COUPE M-SPORT 2013, 18000km, blue, 2 door automatic, diesel

R799 950



ASTON MARTIN V8 4.7 2007, 51000km, silver, 2 door manual, petrol

R599 950



MERCEDES BENZ ML350 2013, 53000km, white, 4 door automatic, diesel

R729 950



MERCEDES BENZ CL63 AMG 2008, 39000km, silver, 2 door automatic, petrol

R689 950



FORD RANGER V 3.2 TDCi XLT 4X4 2012, 56000km, white, 4 door manual, diesel

R359 950



MERCEDES BENZ SLK55 AMG 2012, 34000km, silver, 2 door automatic, petrol

R669 950



VW TOUAREG 3.0 TDI V6 2013, 51000km, white, 4 door automatic, diesel

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BMW X6 M 2010, 58000km, black, 4 door automatic, petrol R655 950

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RANGE ROVER 4.4 TD V8 2012, 65000km, white, 4 door automatic, diesel R799 950

BMW X5 (E70) XDRIVE 50i 2012, 73000km, white, 4 door automatic, petrol R499 950



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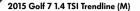




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Black interior, demo model, BlueMotion, touchscreen Radio/CD, Smash & Grab, 4 000km, balance of Service Plan to 90 000km.

2015 Tiguan 1.4 TSI BlueMotion (DSG)

R379 990



Black interior, demo model, Trend+Fun spec, touchscreen Radio/CD, PDC, t/bar, 200km, balance of Service Plan to 90 000km.

2014 CC 2.0 TDI BlueMotion (DSG)

R349 990



Black leather, panoramic roof, park-assist, PDC, touchscreen Radio/CD, 17 000km, balance of Service Plan to 90 000km.

2015 Golf 7 GTI Oettinger (DSG)

R649 990



Black leather, panoramic roof, touchscreen Radio/CD, xenon lights, 2 000km. Full Oettinger conversion, including: full body kit, alloy wheels and engine upgrade to 265kW.

2015 Touareg R Oettinger 214kW (DSG)



Black leather, panoramic roof, xenon lights, sunblinds, Dynamic audio, electric tailgate, t/bar, 9 000km, Oettinger engine upgrade to 214kW.

2015 Polo Vivo Oettinger (M)

R149 990



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2015 Touran 2.0 TDI (DSG)

R314 990



Grey interior, demo model, 7-seater, Smash & Grab, Radio/CD, 10 000km, balance of Service Plan to 90 000km.

Other



2012 Audi Q3 2.0T Quattro (S-tronic). Black leather, S-Line package, PDC, navigation, 59 000km, bal of F/way Plan. R34 R349 990

2013 Amarok 2.0 BiTDI D/Cab (M)

R349 990



Black leather, Highline spec, 132kW, Radio/CD, ABS, rear PDC, r/bar, t/bar, 46 000km, Balance of 3yr/100 000km Factory Warranty.

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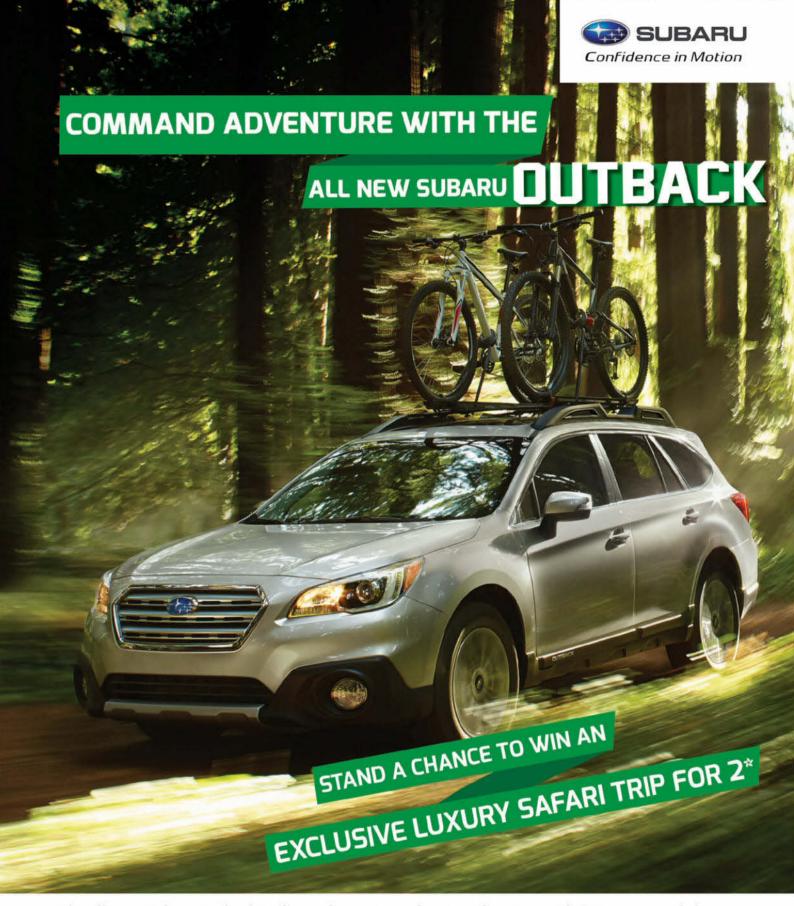
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2014 Mitsubishi Outlander 2.4 GLS Exceed (A).
F/house, charcoal leather, s/roof, CD,
reverse camera, 20 000km, bal of S/plan.
R379 900.



2014 Mitsubishi Pajero 3.2 Di-D GLS LWB.

Demos, charcoal leather, +/- 10 000km,
bal of F/warranty and M/plan. Only 2 available!

R569 900.



2010 Mitsubishi Pajero Sport 3.2 Di-D (A). Grey leather, 4X4, rear PDC, t/bar, 83 000km, FSH. Real value! R259 900.



2013 Mitsubishi ASX 2.0 GL (M) Sport Special.

Black interior, new 18" alloys and tyres, CD, ABS, rear PDC, +/- 40 000km, bal of S/plan.

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2014 Mitsubishi Mirage 1.2 GLS (M) Demo. Black interior, dual a/bags, a/con, ABS, 10 000km, bal of S/plan. Also available in grey! R129 900.



2013 Mitsubishi ASX 2.0 GL (M) Special. Charcoal interior, Radio/CD, ABS, rear PDC, +/-40 000km, bal of S/plan. Only 3 left! R199 900.



2012 Mitsubishi Pajero 3.2 Di-D GLS SWB. Charcoal leather, s/roof, Radio/CD, Rear PDC, 24 000km, bal of M/plan. R419 900.



2014 Mitsubishi Triton 2.4 GL S/Cab (M).
Black interior, +/-40 000km, bal of S/plan.
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2012 Mitsubishi Pajero Sport 3.2 Di-D (A). Grey leather, 4X4, Radio/CD, Rear PDC, 73 000km, FSH. Superb! R379 900.

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R449 000 2015 Audi A3 Cabriolet 1.4T FSI®, S tronic, Charcoal interior, demo model, B&O sound, 5 000km.



R268 000. 2015 Audi A1 1.4T FSI®, Manual, Charcoal interior, demo model, xenon lights, 500km.



R489 000. 2012 Audi RS 3 Sportback quattro®, S tronic, Charcoal leather, navigation, Bose sound, 52 000km.



R415 000. 2015 Audi A4 2.0 TDI SE, multitronic®, Charcoal leather, demo model, xenon lights, sunroof, 3 000km.



R339 000. 2014 Audi A4 1.8T FSI® SE, multitronic®, Charcoal leather, xenon lights, sunroof, 13 000km.



R499 000. 2015 Audi Q3 2.0 TDI quattro®, S tronic, Charcoal leather, demo model, xenon lights, 1 000km.



R359 000. S tronic, Charcoal interior, demo model, xenon lights, 500km.



R459 000. 2015 Audi A3 Sportback 1.6 TDI, 2015 Audi Q3 2.0T FSI® quattro®, Manual, Charcoal interior, Off-road style package, 18" alloys, 5 000km.



R349 000. 2015 Audi A3 Sedan 1.4T FSI®, Manual, Charcoal interior, demo model, xenon lights, 5 000km.



2013 Audi S5 3.0T FSI® quattro ®, S tronic®, Charcoal/red leather, navigation, panoramic roof, 70 000km.



R339 000. 2014 Audi A4 2.0 TDI SE, multitronic®, Charcoal leather, demo model, xenon lights, 18 000km.



R355 000. 2015 Audi A3 Sportback 1.4T FSI®, 2013 Audi A8 3.0 TDI quattro®, S tronic, Charcoal leather, demo model, panoramic roof, 500km.



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2015 Ferrari California T. Black leather with white stitching, Full spec, Navigation, 20"mags, PDC, Electric seats, 100km, bal of 7 year m/plan. Also available in white!



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2015 Ferrari 458 Speciale Black leather with yellow stitching, Front lifting suspension, Navigation, Yellow brake callipers, LED lights. Carbon fibre engine cover, Carbon fibre side fins, 800km. Stunning!

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2012 Ferrari 458 Italia Coupé Black interior with red stitching, Electric seats, 20" Painted mags, Red callipers, Lifting suspension Many more extras! 10 000km, bal of 7 year M/plan.



2012 Ferrari 458 Italia Coupé Red leather, Electric seats, Lifting suspension, PDC, Xenon lights, only 3 000km! Bal of 7 year M/plan. Showroom condition, not a mark!



2013 Ferrari California 30 Edition. Black Leather with red stitching, Navigation, Carbon fibre engine compartment, Electric seats, Optional 20" mags, 5 000km, bal of 7 year M/plan.



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2015 Porsche GT3. Black leather with red stitching. Sports Chrono Pack, Lifting suspension, Red seat belts, Akrapovic exhaust worth R120 000! 3 300km, bal of Warranty. As new!



2013 Porsche Carrera S (PDK). Black interior, Sports Chrono Pack, Sports exhaust, Electric seats, Paddle-shift, Sports steering wheel, Optional 20"mags, 11 000km, bal of Warranty.



2014 Porsche Carrera S (PDK). Black leather, Sports Chrono Pack, Electric seats, Sunroof, PDC, 20'mags, 12 600km,



2014 Mercedes-Benz SL400. Black leather, Reverse camera, Command on-line, Night view assist, Carbon fibre interior, B&O Sound, AMG Sports package, 7 000km, bal of M/plan.



2012 Mercedes-Benz SLS63 AMG Extras worth R400 000, including: Carbon fibre pack, interior and door sills, Exterior carbon pack, Reverse camera, 20"mags, 7 500km, bal of M/plan



2013 McLaren MP4-12C Spider. Black leather, Fully loaded! Reverse camera, Carbon fibre interior, Carbon fibre mirrors and bumpers, Big wheels, only 800km, bal of M/plan. Brand new!



2014 Aston Martin Vantage Convertable (M). Black leather, Carbon fibre rear grill, mirrors and front lip, Navigation, Front and rear PDC, Bluetooth, Lumbar support, 20"mags, 6 000km. Stunning!



2007 Bentley Continantal GT V12 Beige leather interior. Only 35 000km! Full service history. Ultimate luxury! in super mint condition, must be seen!

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2015 Mercedes-Benz ML350 Bluetec (A) Black leather, Navigation, Panoramic roof 21"mags, Adjustable suspension, Running boards, LED lights, 150km! Bal of M/plan.

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2015 Mercedes-Benz G63 AMG. Black leather interior, Navigation. Sunroof, rear DVD player, Privicy glass, 20" mags, Heated/cooling seats, 150km! Bal of M/plan.

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2015 Mercedes-Benz G63 AMG Two-tone seats, Navigation, Headlamp protectors, Rear DVD player, Reverse camera, Electric seats, PDC . Only 150km! Bal of M/plan. As new!



2014 Mercedes-Benz G350 CDi BlueTec Black interior, Heated /cooling seats, Navigation, Reverse camera, Privacy glass, Towbar, 200km! Bal of M/plan. Save R100 000!



2013 Range Rover SDV8 Voque SE (A). Black leather, Heated seats, 22' mags, Rear DVD, Panoramic roof, Reverse camera, 33 000km, bal of M/plan. Bargain! Save R100 000!



2013 Range Rover 5000 Supercharged Voque SE (A). Black leather, Navigation, High-beam assist Panoramic roof, Blind-spot assist, Parking package, Optional mags, 18 000km, bal of M/plan.



2015 Range Rover 5000 Sport. Black leather, Lumma body kit, Navigation, Reverse camera, Rear DVD player, 23" mags. Only 200km! Looks amazing! Make a stetement!



2014 Range Rover 5000 Supercharged. Ivory seats, Navigation, Keyless entry, Sportec kit worth R150 000! 23" Sportec mags worth R180 000! 2 000km, bal of M/plan.



2015 Range Rover Autobiography 5000 (A). Red leather, Lumma body kit, Active rear diff-lock, 1700w Meridian sound, Traffic detection, Blind-spot assist, Extended interior pack, 200km!



2012 Jeep Wrangler 3.6 Rubicon Unlimited. R300 000 extras! Leather seats, Khan wheels Roll bars, Spare wheel carrier, Nudge bar, Side-steps Off-road suspension, 36 000km, bal of M/plan.



2009 Land Rover Defender Puma 90. 60th Year Limited edition! 50 000km. Extras worth R300 000! Sound worth R200 000! Khan mags worth R100 000! One of a kind!



2014 Porsche Cayenne GTS. Black Nappa leather seats, Full spec, Navigation, 21" mags, Multi-function steering, Electric seats with memory, 11 000km, bal of Warranty.



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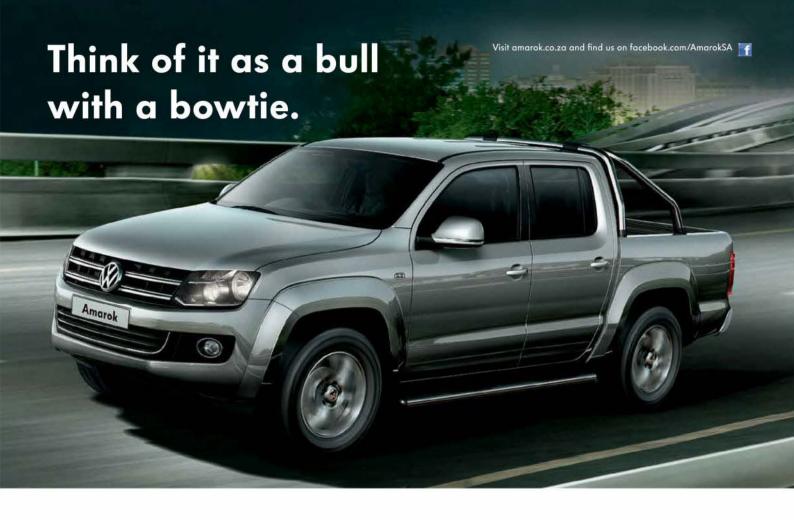












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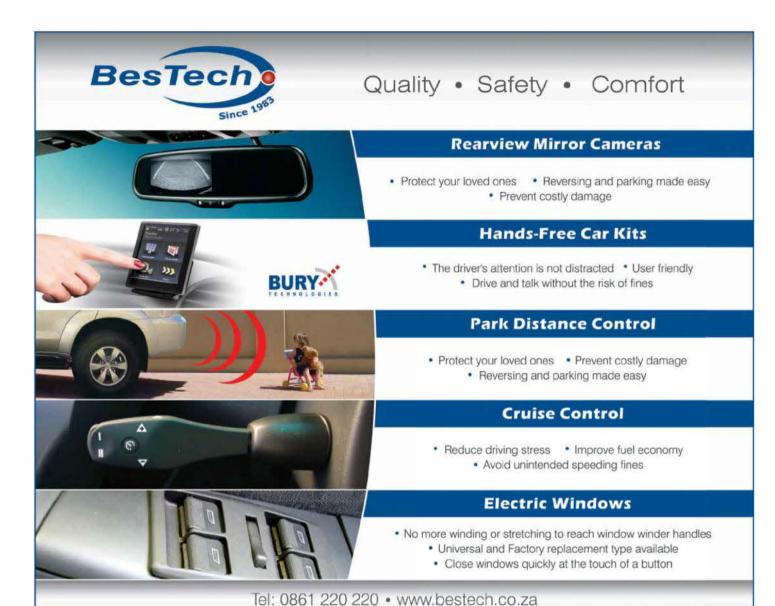
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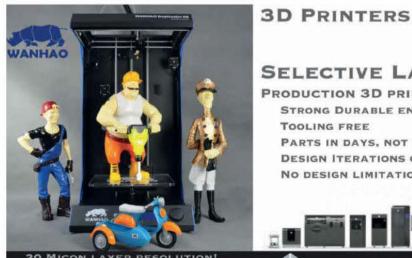




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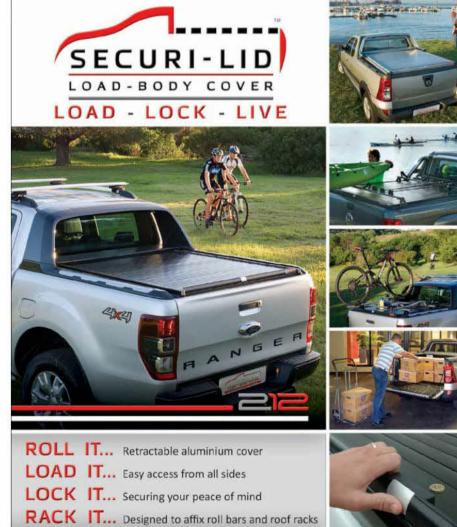








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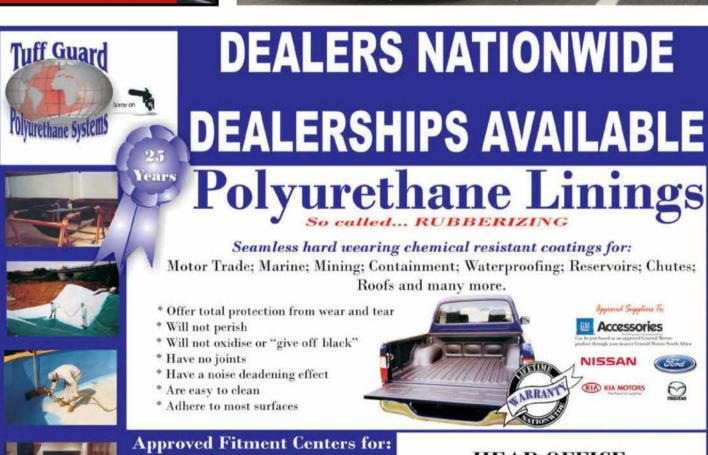
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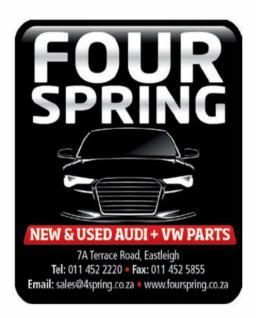


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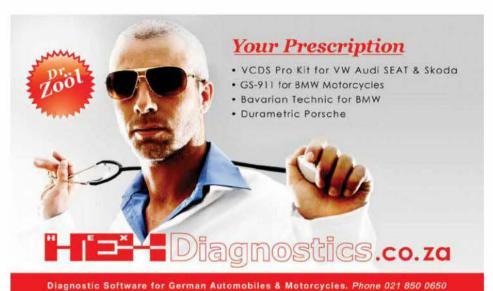


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SPEED

TRACK INDEX

Audi's latest evolution of the TT has arrived in SA. We headed to Killarney in the entry-level FWD model

🕨 🕒 BY: Wilhelm Lutjeharms 🕒 WilhelmL_CARmag



Remember to visit **CARmag.co.za** for a full track-test video of the Audi TT.

THIS is our first track test of a standard TT 2,0T FSI. Only the TTS and TT RS have been put through their paces around Killarney by track tester Deon Joubert. We were therefore interested to see how a run-of-the-mill version would compare with the sportiest versions of the previous generation of the TT.

Before heading out, Deon could not stop talking about the TT's design. "It's a pretty car and the interior is neat and extremely modern." It was the first time we had heard Deon comment on a car's interior...

After performing a warm-up lap, Deon set a time of 1:29,60, only 0,62 seconds adrift of the time posted by a Mitsubishi Evo X in 2012.

Deon was full of praise for the lithe sportscar from Ingolstadt: "As expected, this is not really a track car, but it did a great job. It understeered less than some other Audis we have tested. Overall, you really need to push it hard before you get to that stage of understeer, as grip levels are impressively high for such a car."

Although the TT 2,0T FSI didn't get close to the time recorded by the previous-generation TTS (a 1,29-second difference, but entirely understandable when you consider that vehicle developed 200 kW and 350 N.m, and was all-wheel driven), it still managed to beat the similarly powered manual Audi S1 Quattro, which posted a time of 1:31,50.



2010 Audi TT RS 1:24,80

'14 Subaru WRX

51 1:28,30

708 Audi TTS Coupé 1:28,31

13 Mini Cooper JCW GP 1:28.90

60 1:28,98

'15 Audi TT 2,0T FSI S tronic

1:29,60

65 1:29,82

1:30,76 1:30,76

1:31,05

78 1:31,50

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24 Fri Street2Strip

25 Sat Streetcar track day/ Motorcycle track school/ Karting national

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9 Sat Power Series

16 Sat Super GP practice

17 Sun Super GP

23 Sat Drag racing/Short-circuit racing/Karting

29 Fri Street2Strip 30 Sat Street2Strip

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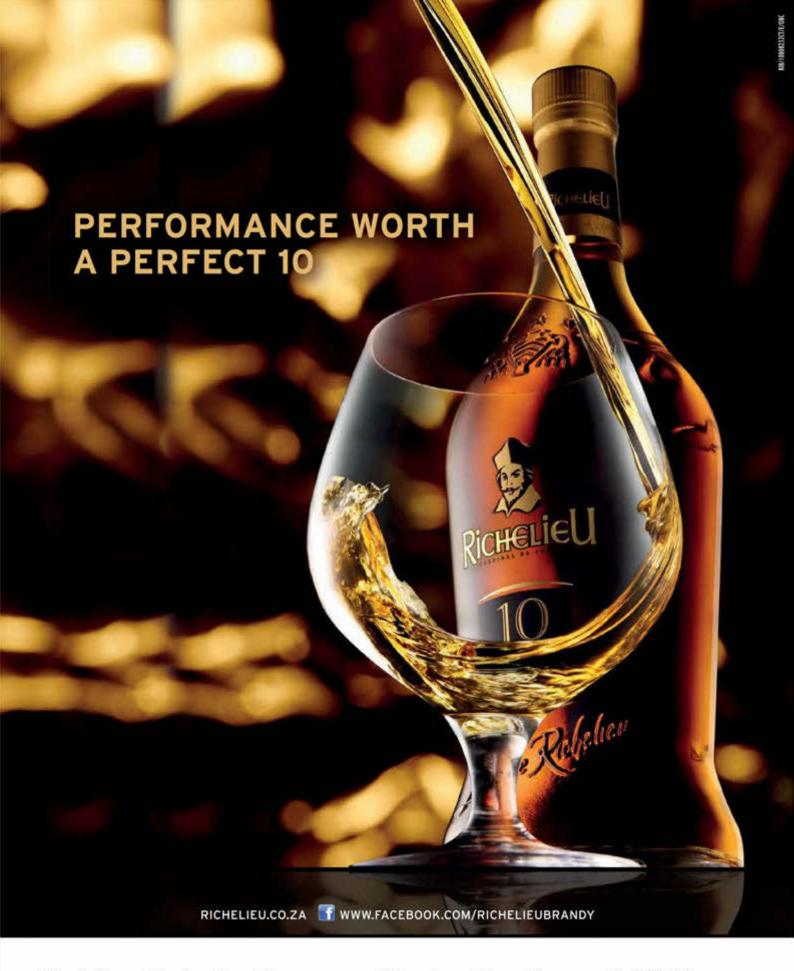
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SHOULD MERCED REINED IN?

For the good of the sport, should the rules be tweaked to peg Mercedes back?

Red Bull certainly thinks so...

BY: Maurice Hamilton (MauriceHamilton

A

LTHOUGH

there was jubilation for Ferrari at the Malaysian Grand Prix, where Sebastian Vettel handed

the Scuderia its first Formula One win in 34 races, Mercedes-AMG, which had dominated each session at Sepang before the four-time world champion's F15 T went into the lead of the race on lap five, remains the team to beat in Formula One. In fact, such was the Brackley-based team's superiority in Melbourne, where Lewis Hamilton

and Nico Rosberg cruised to the flag, that Red Bull team boss Christian Horner (pictured on the opposite page) threatened to pull his team out of F1 if something was not done to curb the Silver Arrows' performance. It was an ill-advised tantrum by the Englisman and one that would have been exacerbated by the fact that by the time this issue went to print, neither Red Bull driver had finished a 2015 Grand Prix on the lead lap...

This was not what the quadruple champions had come to expect and it was a result even worse than last year's poor showing where, unlike Mercedes, its engine partner

Renault had not mastered the new power-unit formula anywhere near as well as the German team.

Horner argues that his team's four-year supremacy was constantly constrained as the governing body, the FIA, issued a series of directives and rule changes aimed at reducing Red Bull's technical advantage. Horner felt the same should be done to Mercedes because the rules allowed the FIA to, when necessary, "equalise" performance.

All engine manufacturers must deliver their engine specifications for the coming season before a certain date, after which the speci-





The Renault V8 was not the most powerful but its cooling requirement and fuel consumption were much better and perfect for chief technical officer Adrian Newey (who is pictured below) to shrink-wrap the rear of the Red Bull and use his aerodynamic genius to the maximum. This was also on the understanding that the lengthy engine formula gestation period had made the power units much of a muchness and aerodynamics were king.

But no longer. The emphasis has switched heavily in favour of the lump behind the driver's shoulders. And Renault has been found wanting. Gary Anderson, former technical director with Jordan, Stewart and Jaguar, sums up the change:

"Aerodynamics will always be a very important part of an F1 car's overall performance," says Anderson. "But the point is, the power unit as introduced for 2014 has now become equally as important. During the 2,4-litre V8 days, and especially the later years when the engines had to be homologated, aerodynamics were probably responsible for 80% of the car's performance.

"We always used to say a very good engine could not win you a race, but a poor engine could lose you a race. Now with the new power-unit regulations, I think it's a lot more like 50/50, which is how it should be. Why should the engine manufacturers not get equal recognition to the chassis manufacturers? They work just as hard."

But not hard enough, according to Horner when addressing Renault's shortcomings. His criticism was underlined by Ferrari, which trailed badly in 2014, but has made a major improvement this year. It's true that the performance boost has come from an improved chassis and aero package (one that Kimi Räikkönen finds much more to his liking), but a large part of lap time reduction is due to engine driveability. That, Red



Bull's critics will argue, is the name of the game: get over it!

It was also considered unfair to slam Renault mercilessly in public, even though Horner began to back pedal heavily at the next race in Malaysia, where he admitted Red Bull had pushed Renault to make improvements before they were ready. Rob White, the man in charge of engine development, is as diligent and caring as you could wish to find in the world of boffins. It would seem that his company's biggest fault was failing to think

Red Bull's Christian Horner (right) consults team adviser Helmut Marko in Australia, where one of their cars failed on the way to the grid.

ahead sufficiently.

By the time Renault started scheming for the new formula, Mercedes engines were already some distance down the road. At the German team's headquarters just 45 minutes away, Mercedes was already investigating the importance of integrating its work with the chassis department.

How the token system works

- The token system is aimed at controlling the costs of engine development.
- After the 2014 season ended, each team was given 32 tokens that could be used for engine-performance upgrades.
 Components are given different weightings depending on their influence on performance. A team can spend all 32

before the start of the season – as was the original intention of the regulations – or hold some tokens back for later in the year. Going into Australia, Renault had already spent 20 tokens.

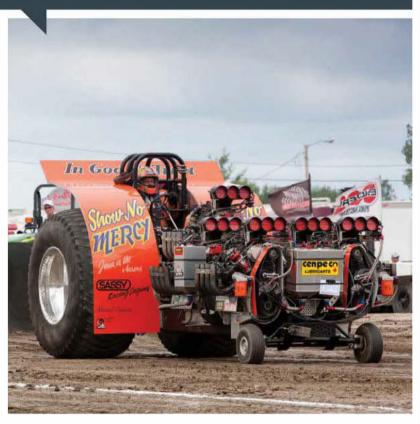
- Changing 100% of the weighted components would require 66 tokens.
- Under the technical regulations controlling engine development, 8% of the power unit was frozen for good last year and the manufacturers were allowed to improve performance on 48% of the power unit components under the token system.
- Next year, 23% of the power unit will be off limits, with the manufacturers allowed to work on just 38%.
- By 2019, 95% of the power unit will be frozen and just 5% may be tinkered with.





FACTS ABOUT TRACTOR PULLING

It's a downright zany form of motorsport that doesn't require the winner to cross the finish line first



A massive following for a simple rule

The appeal of heavy-haul tractors extends across the oceans, with popularity rapidly increasing in Brazil, Germany, Australia, Russian and the Netherlands thanks to more than 50 organisations involved with the sport. Of course, it's big in America, too. The aim is to pull a predetermined mass (according to the class you enter) as far as possible over a 100-metrelong topsoil course. It's not easy, though, as the weighted sleds that are pulled feature a complex system of gears that manipulate the mass towards the front of the sled — making it dig into the ground.



The most powerful motorsport in the world

Multiple engines, with the aid of turbochargers, intercoolers and special fuels, allow for power outputs in excess of 10 000 kW. Up to seven motors were seen in the 1980s, and even jet engines have made appearances. Despite this, top speeds rarely exceed $50 \, \text{km/h}$.



They are a far cry from regular tractors

The tagline "Pull on Sunday, plough on Monday" went out of the window as modifications and bespoke builds relegated these machines to a single purpose. What initially started with just a few extra turbos to boost power and torque outputs soon became purpose-built machines with special frames and lightweight "body" panels.



Military-grade equipment is desirable

While big-block petrol and diesel motors with crazy combinations of turbo- and supercharging are the more popular powerplants, older war machines are highly prized. These include V12 Rolls Royce Griffon engines (WW2 era) and Soviet Zvevza M503 seven-bank 42-cylinder diesel radial engines that were used in torpedo boats.



June will feature two exclusive sneak-peak drives: we join Audi's test engineers in Namibia to pilot the Q7 and visit Marseille to drive prototypes of the next BMW 7 Series. We'll also get behind the wheel of the **VW Golf SV**, Infiniti's monster QX80 and finally test the acclaimed Porsche Macan.

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Although the above programme was being prepared at the time of writing for the May issue, unforeseen factors may result in changes.

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